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Our professional staff will help you find the right boat at the right price. Over 50 new models and over 1,000 brokerage yachts. 20 feet-250 feet! Great financing available!



WAYNE D'ANNA, President DYC, Inc. 12 years of teaching boating worldwide. Over 15 years of helping sail and power buyers.



JOHN KENT, Sales Manager Previously President of Blue Dolphin Yochts. Over 20 years of boat sales expertise. Large or smoll, Jahn knows motoryachts.



GIL GUILLAME, Sailboat Specialist for over 20 years. Racing ar cruising, Gil knows sailboats.



NOW SAVE CS30 Loaded \$ 68,500 \$ 9,300 107,000 12,500 CS36 Loaded **CS40 Loaded** 134,000 21,000

Includes: Sails, spinnaker ar roller furling, electronics, diesel, hat/cold pressure. Ready ta enjoy.

LORD NELSON 35. Gorgeous, only 39 hrs Privote strm. Quick sale \$99,500



COLUMBIA 43 Huge interior Was \$56,000. Steal Me! **\$40,000** 



**LORD NELSON TUG 37** Beautiful interiar. Great liveaboard. \$118,000

SAII	LBOATS	
22'	CATALINA3,500	
23'	ERICSON, exc. cond7,500	
24'	S-2 '87, LIKE NEW OFFERS	
261	DAWSON aftenhin 11 500	
27'	CS. '8221.000	
27'	NEWPORT, '81, DSL 12,500	
281	CS, '82	
28'	NEWPORT, '77 19,000	
291	J-29, reduced TRY 27,000	
301	SANTANA, '82 TRY 32,000	
32'	WESTSAIL, loaded 54,000	
35'	LORD NELSON119,000 SANTANA, repo TRY 36,000	
351	SANTANA, repo TRY 36,000	
37'	TAYANA, 185, loaded 85,000	
381	HANS CHRISTIAN 85,000	
40'	CHEOY LEE KETCH 89,000	
LIVE	ABOARDS	
301	S-2, AFT CABIN 36,000	
32'	CORONADO TRY 22,000	
351	ERICSON, '7429,500	
37'	O'DAY45,000	
40'	VALIANT 40, '80 99,995 COLUMBIA TRY 45,000	
43'	COLUMBIA TRY 45,000	
44'	HYLAS 44, loaded 179,000	
501	CS, '88358,000	
POV	WER	
24'	FIBREFORM	
331	CARVER, gen., loaded . 29,000	
37'	CALIFORNIAN 84,500	
38'	DEFEVER59,500	
40'	BLUEWATER 89,500	
43'	CHRIS CRAFT TRY 105,000	
45'	CUSTOM TRAWLER 75,000	
50'	GRAND BANKS 248,000	
62'	WHEELER, certified 185,000	
HUNDREDS OF OTHER		
	BOATS AVAILABLE	

WE NEED LISTINGS!!

#### **DEALERS FOR:**

CS - Canada Camargue Silverton Santana Prowler by Cooper Lord Nelson

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### The Faster Lucy

5:30 p.m. Friday — Pineapple sails adds the last telltale to the leech of the new mainsail for "Fast Lucy," Mike Katz' Nonsuch 36.

6:45 a.m. Saturday — Mike and crew meet on board the boat to set the new Pineapple mainsail and check it out before the start of Island Yacht Club's Silver Eagle long distance race.

8:00 a.m. "Lucy" motors out of South Beach Harbor and as she sails toward the starting line, the crew (Dave Vickland, Chris Boome, Tom Musci and Jesse Saunders) agree the new main sails the boat higher and faster than it's ever gone before.

10:15 a.m. The gun goes off and "Fast Lucy" heads out the Gate.

5:00 p.m. Half way through the race and "Fast Lucy" has charged well ahead of every other boat in her division and is racing boat-for-boat against earlier starters.

11:00 p.m. Through San Pablo Bay and back to Richmond, "Fast Lucy" joins the lead ten boats on the fluky beat back to Blossom Rock and the finish at the St. Francis Yacht Club, keeping all challengers at bay.

1:00 a.m. Sunday — The crew's early morning assessment of their new Pineapple Sail is proved correct as Mike guides "Fast Lucy" over the finish line first-in-class (and first overall!) to cheers all around from the crew. "Faster Lucy," indeed!

8:00 a.m. Monday — Pineapple Sails is hard at work on the next success story. Your's, we hope.



\*FAST LUCY

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda

West Marine Products in Oakland



#### **PINEAPPLE SAILS**

\*Powered by Pineapples

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#### A Dozen Reasons To Visit Passage Yachts

See all these boats at the Fall Northern California Boat Show September 16-24 at Union Basin on the Oakland Embarcadero!



Beneteau First 41s5 - Stunning, innovative design sets her apart. An unbeatable value. Special Introductory Price \$149,900

#### First 32s5 BWS 10 Year Blister Warranty · Shorepower with Cord Battery Charger Propane Stove/Oven VHF Radio/ Mylar Genoa Main with 3 Reefs Singleline Reefing System Self-tailing Winches Antenna/Cable Anchor Roller Rod Rigging Anchor Package Knotmeter

Depthsounder Full Commissioning Docklines/Fende Safety Package Aft Swim Platform Swim Platform Hot/Cold Pressure

Regularly \$77,500 At Boat Show \$73,950

#### First 35s5 BWS 10 Year Blister Warranty

- Roller FurlingMylar GenoaMain with 3 ReefsSingleline Reefing
- System
   Self-tailing Winches
   Anchor Roller

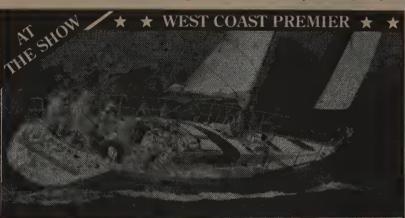
  - Rod Rigging
    Anchor Package

  - Docklines/Fenders
     Safety Package
     Aft Swim Platform

  - RefrigerationMarble Countertops
- Shorepower with Cord
  Battery Charger
  Propane Stove/Oven
  VHF Radio/

- Antenna/Cable
  Datamarine Knotmeter
- Depthsounder Full Commissioning
- Hot/Cold Pressure
- · Cockpit Shower

Regularly \$95,980 Hull #368 \$86,750



Beneteau Oceanis 430 - Totally modern and elegant blue water cruiser. Very well equipped. Special Introductory Price \$179.500

#### Beneteau Oceanis 350 BWS 10 Year Blister Warranty

Roller Furling Genoa Main with 2 Reefs

Marble Countertops

- Self-tailing Winches Self-tailing Winches
  Double Anchor
  Roller
  Anchor Windlass
  Anchor Package
  Docklines/Fenders
  Safety Package
  Aft Swim Platform
  Refrigeration

- Refrigeration
- Shorepower with Cord

· Cockpit Shower

- · Battery Charger
- Propane Stove/Oven
   VHF Radio/
- Antenna/Cable
- Knotmeter Datamarine Depthsounder
- Full Commissioning
   Hot/Cold Pressure
- · Cockpit Shower

Regularly \$93,950 At Boat Show \$88,750

#### Beneteau BWS 10 Year Blister Warranty

- Roller Furling Genoa Shorepower with Main with 2 Reefs Singleline Reefing Battery Charger
- System
  Self-tailing Winches
  Double Anchor
  Roller

- Anchor Windlass
   Anchor Package
   Docklines/Fenders
   Safety Package
   Aft Swim Platform
   Package

- Knotmeter Depthsounder Full Commissioning
- - Hot/Cold Pressure

Propane Stove/Oven VHF Radio/

Antenna/Cable

· Cockpit Shower

Regularly \$132,500 At Boat Show \$124,873



Pearson 39 Quality and Style



Pearson 37



Pearson 31



Mason 44 Northern California Premier



Passport 41 Northern California Premier

#### Tiara 🛢

Perfection in Power!

Introducing the spectacular 1990 Tiara Models! Tiara 3600 Convertable Tiara 3300 OPEN

#### COUPON SPECIAL

These are just some of the great specials available on these great boats! Present this coupon at the boat show and receive a Free 10' inflatable yacht tender with any new boat purchase from Passage Yachts.



1220 Brickyard Cove Rd. Pt. Richmond, CA 94801 (415) 236-2633 (800) 233-4048 FAX (415) 234-0118

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## Find out how to make your boat work for you when you're not using it!



#### Beneteau First 35s5

DAN AND BETSY EASTMAN:
"I went into this venture with very high expectations. Everything has exceeded the level of my expectations, the service from Passage Yachts and Horizons, The Charter Income, and how much fun my Beneteau is to sail!
The Horizons' Charter Placement Program is Fantastic!
The care and maintenance of my boat by Horizons is excellent.
We've taken advantage of the free sailing lessons we get as Charter

Yacht owners and have learned



a lot. We've completed the beginning and intermediate courses and are looking forward to the more advanced lessons.

The other boats we were considering before deciding on the Beneteau were not as performance oriented. I now realize that a boat that performs well gives you more fun and is easier to sail, which all the club members can attest to. My boat is getting more charters that I ever expected. We're Having A Blast."

#### CHARTER PLACEMENT SEMINAR OCTOBER 1, 1989 AT PASSAGE YACHTS

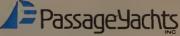
Come to Passage Yachts on October 1, 1989 and find out all about charter yacht ownership.

#### Seminar Topics:

- 1 The tax benefits you derive from placing a yacht in charter.
- 2 How much charter revenue you can expect to earn and what your choice of boat has to do with it.
- 3 How a professional management program can benefit you and your new boat.
- 4 The activities and club benefits you receive as a charter yacht owner in Horizons-Yachting Association.

R.S.V.P.

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We have a thorough, experienced staff, a full complement of on-premisis equipment, and a fast sail collection and delivery service just for your convenience. If your sails have lost their shape, just ask for Howie Marion. He'll recut your sails for optimum performance. So if you're looking to put new wind into your old sails...that's right, just call us.

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Alameda Marina - Building 32 - 2035 Clement Ave., Alameda, CA 94501



# SEPTEMBER CLEARANCE

ONE YEAR'S FREE BERTHING

(415) 723-7970

Stanford University must liquidate its fleet of donated vessels to raise funds for the construction of a new sailing center. Lowered prices mean incredible bargains, and with each September closing, Stanford will throw in a year's free berthing!

#### · 72' HERRESHOFF KETCH (\$600,000) - OUR FLAGSHIP!

Victoria is that big beauty you've seen charging around the Bay this summer. A sistership to the world-renowned *Ticonderoga*, designed by L. Francis Herreshoff in 1935, she was built of cold-molded kauri in 1974 at the P. Vos yard in New Zealand. Her exquisite interior, featured on the cover of the book *Classic Yacht Interiors*, offers some of the finest joinery around. A newly renovated forward stateroom compliments an aft master suite complete with stove and jacuzzi. In her galley are a full size refrigerator and freezer, a Jenn-Air range, a microwave, and a washer and dryer. Recently upgraded electronics include radar, sat-nav, loran, omega, vhf, and Brookes & Gatehouse instrumentation. She is powered by a 220hp Caterpillar with 250 hours since a complete rebuilding, and has a 15kw Yanmar generator as well. This most singular sailing yacht is ready to be shown to qualified buyers.

#### 47' GARDEN KETCH #1 (\$99,000)

Horizons was built in 1974, and remains in excellent condition. Suitable for living aboard of blue-water cruising, she has an especially spacious salon and galley.

#### 47' GARDEN KETCH #2 (\$89,000)

Cayuga is a rare aft-cabin version of the Garden ketch, with plenty of space for living aboard. Built in 1969, she is still in fine shape for sailing.

#### SMALL BOAT BLOWOUT!

- \* J24 (57,950) 1978 New Hill Finish
- Sun 27 (\$19,950) 1987, Diese & Extras!
- Catalina 22 (\$3,900) --- 1974, Class Facer
- · Wilderness 21 (\$4,900) --- 1978, W/ Trailer

SALEI

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SALE

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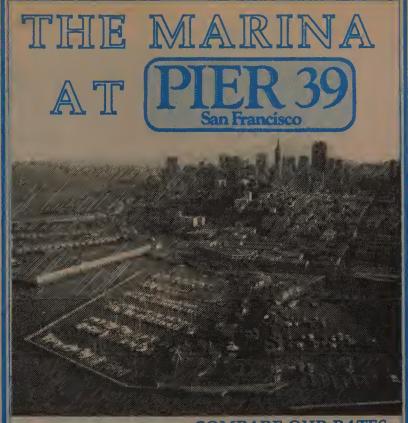
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# Latitude 38

"we go where the wind blows"

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Size	Month	6 Month	12 Month
36'	\$300.00	\$220.00	\$200.00
40'	\$350.00	\$250.00	\$230.00
45'	\$400.00	\$290.00	\$270.00
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60'	\$500.00	\$400.00	\$380.00
70'	\$550.00	\$475.00	\$455.00

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- Grand Stand Bay and City Views
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Warren Luhrs and "Thursday's Child" Georgs Kolesnikovs and "Great American" Philippe Monnet and "Elle & Vire" Anne Liardet and "Finistere"

These great sailors sailed over 14,000 miles "Around the Horn" and crossed the finish line at Pier 39.



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The easy way to beat the competition.

Tape Drive Silver is UK's newest technological marvel. About 30% less expensive than Tape Drive 2, but with a cabin full of similar benefits: a skin fabric 25% lighter than a Mylar jib, but with a langer life expectancy. Plus no camer patches to add unnecessary weight, because Tape Drive construction does away with patches. And Tape Drive Silver halds its shape over a much wider wind range than any conventionally constructed sail.

#### BATMAIN.

The answer to your search for easy cruising.

BATMAIN<sup>TM</sup> is the easiest handling mainsail you can put on your boat. It's fully-battened for unmatched shape holding, and increased sail life, (due to the absence of flogging, the prime culprit in sail wear-and-tear). In cambinatian with lazy jacks, Batmain's rigidity ensures that it flakes easily, neatly and rapidly. Add in the aptional BoomBag — a permanent, self-storing cover — and it's easy to see why Batmain is the mast rewarding sail change you can make.

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ENCYCLOPEDIA OF SAILS

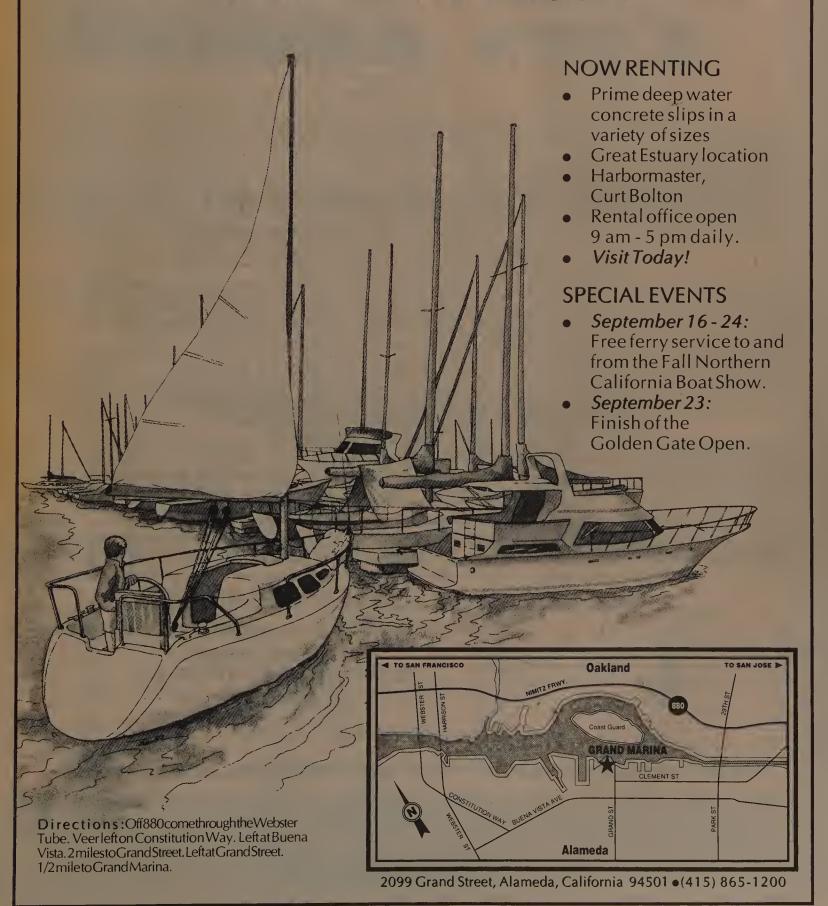
67 Liberty Ship Way Sausalito, CA 94965 FAX (415) 331-7137



To provide a quote, we'll need to know the kind of boat you have, rig dimensions (I.J.P.E.), your name, address and phone, and the sails you're interested in

# GRAND MARINA

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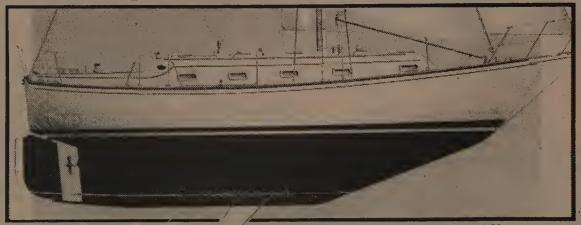
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#### NOMINATED / 'BO

#### **'BOAT OF THE YEAR"**

The newest addition to the long established ISLAND PACKET line.

She combines a modern full keel with traditional styling and an innovative interior. Built from the finest materials by skilled craftsmen, the 35 offers the strength and safety of a true bluewater cruiser. She is delivered complete with sails, roller furling, electronics, safety and anchor package — plus over 90 standard features! A must-stop at the Show for the serious sailor!!

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FLICKA • DANA • ORION 27
PACIFIC SEACRAFT 31 • CREALOCK 34

\* SHUTTLE SERVICE AVAILABLE \*

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HUNTER	.14,900
HUNTER	. 15,500
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CATALINA	
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2R'	O'DAY	25,000
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	CATALINA	
	COLD-MOLDED MULL	
30'		
30'	PEARSON	22,500
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	RAWSON	
30,	S2-C	39,500
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35'	PEARSON	33,500
	SANTANA	
	US PILOTHOUSE	
	CASCADE	
36°	ERICSON CRUISING	65,000
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to the		

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	NEWPORT	
	585 CUSTOM YAWL	
42'	WESTSAIL	124,500
44"	NORSEMAN 447	215,000
.a 44°	PETERSON CUTTER	109,000
45°	EXPLORER	100,000
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48'	585	129,500
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1500 QUIVIRA WAY SAN DIEGO, CA 92109 (619) 222-0400 2099 GRAND STREET ALAMEDA, CA 94501 (415) 521-1929 FAX 415-522-6198



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Production has started on two basic sizes — for boats 22'-32' and for 30'-40' boats.

These sails will be offered at an extremely low price and best yet, delivery time is just one week!

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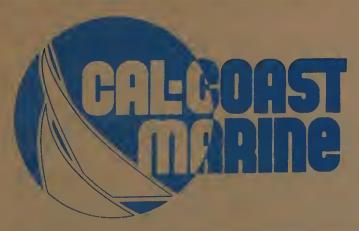
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List \$1127 Sale Price \$732.55

#### SPECIAL

55 lb Herreshoff Anchors Manganese Bronze 45% Off!

List: \$582. **SALE: \$320.00** 

While Supply Last!



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	eyes	\$30.50	\$21.35
	studs		\$23.10
1/4	forks	\$54.50	\$38.15
	eyes	\$39.40	\$27.58
	studs		\$29.75
5/16	forks	\$75.00	\$52.50
	eyes	\$63.25	\$44.28
	studs	\$66.90	\$46.83
3/8	forks	\$99.50	\$69.65
	eyes	\$87.75	\$61.43
	studs	\$93.00	\$65.10

#### WIRE TO ROPE HALYARDS

Add 10% for colored halyards

Wire Dia.	Line Dia.	Wire Length	Line Length	List Price	Saie Price
1/8	5/16	30'	30'	74.00	37.00
1/8	3/8	40'	40'	99.00	47.00
5/32	3/8	40'	50'	116.00	58.00
3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	651	229.00	112.00
1/4	1/2	70'	70'	250.00	125.00
1/4	5/8	70'	70'	322.00	161.00
5/16	5/8	85'	85'	495.00	250.00

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#### U.S.A. MADE CHAIN

	Galv.	Galv.	BBB
	P.C.	HiTest	HDG
3/16 1/4 5/16	\$ .40/ft \$ .78/ft \$1.15/ft	\$1.32/ft \$1.79/ft	\$1.60/ft \$2.22/ft
3/8"	\$1.65/ft	\$2.25/ft	\$2.82/ft
	\$2.40/ft	\$3.75/ft	\$4.68/ft

larger sizes upon request



#### HIGH QUALITY IMPORT

Galv.	
P.C.	
1/4"	\$ .65
5/16"	\$1.10
,3/8"	\$1.30

while supplies last

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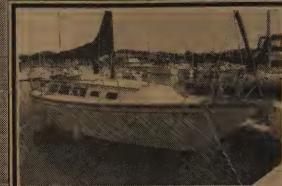
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**42° CHEOY LEE** Teak trim classic yocht. Designed by Bill Luders & built in 1971 ta Lloyds specs. 9 bags of sails, s/s rigging. Elegant liveaboard w/shower & refrigerator. \$98,450.



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Prestigious motor sailer, handcrafted teak interior, ga anywhere in any weather, furling main & jib, long range seriousness with AP & radar. \$148,000.

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	SAIL	
651	SWAN, 1984	1 250 000
	34444, 1304	1,200,000
62'	McVEIGH, 1979	105,000
55'	SWEDE, 1977	97.950
55'	SWEDE, 1977FIBERSTEEL, 1975	99,000
	FIDERIOTEES, 1370	448,000
51'	MORGAN, 1976	140,000
48'	SWAN, 1972	180,000
48'	HUGHES, 1972	129 500
	CSTM STL K, 1981	275,000
48'		
47"	VAGABOND, 1977	
47'	PERRY, 1979	109,500
45'	LANCER, 1983 HARDIN, 1982	125,000
	LADDIN 4000	107,000
45'	HAHUIN, 1982	107,000
45'	EXPLORER, 1979	100,000
45'	DUFOUR 1978	149.500
	DUFOUR, 1978 PETERSON, 1975	120,000
44'	PETENSON, 1975	20,000
44'	ROBERTS, 1984	69,000
44'	CUSTOM, 1984 PETERSON, 1977	89,000
44'	PETERSON 1977	120,000
	LIADDIN 4070	111 000
44'	HARDIN, 1979	4.44.000
43'	CHEOY LEE, 1983 HORIZON, 1987 BREWER, 1987	144,000
42'	HORIZON, 1987	120,000
42'	DDE\MED 1087	149 500
	BREWER, 1907	00 450
42'	CHEOY LEE, 1971	90,430
42'	BREWER, 1987 US NAVEL S, 1946	149,500
42'	LIS NAVELS 1946	46.000
	PEARSON, 1981	112 000
42'	FEARSON, 1901	100 500
42'	HUNTINGFOR, 1985	109,500
42'	WESTSAIL, 1975PEARSON, 1966	101,000
41'	PEARSON 1966	60.000
	DEDCON PHO 1066	60,000
41'	PERSON RHO, 1966	00,000
41'	ISLANDER FREEPT, 1976	5 98,500
41'	NEWPORT, 1973	60,000
41'	ISLANDER F	120,000
	FORMOSA, 1972	70 500
41'	FUNINUSA, 1972	79,000
40'	RHODES, 1951	20,000
40'	PEARSON, 1978	80,000
40'	LIDGARD, 1982	73,000
	EDECDOM 1001	120,000
40'	FREEDOM, 1981	120,000
40"	FREEDOM, 1981 CHALLENGER, 1974 (2)	/5,000
39'	FREYA, 1978	79,500
	ERICSON, 1971	52 500
39'	EUGOOM, 19/1	02,000

39'	CAL, 1978	75,000
38'	STEPHENS, 1961	30,000
38"	KETTENBURG, 1957	
38'	FARALLON, 1961	30.000
38'	C&C YACHTS, 1980	76,500
38'	ALAJUELA, 1977	
37'	TAYANA, 1981 (2)	79,500
37'	TARTEN	79.000
37'	KINGS-ESSE, 1938	60,000
37'	ISLANDER-P, 1970	47,000
37'	ISLANDER, 1968	
36'	MAGNUSSEN, 1984	79.000
36'	J-BOATS, 1981	66.000
36'	YAMAHA, 1981	79.000
36'	UNION, 1980	79.000
36'	J, 1981	86,000
36'	HUNTER, 1981	55.000
36'	FREEPORT, 1981	89,500
36'	FORMOSA	45,000
36'	CS. 1981	74,500

		_
36'	CHEOY LEE, 1976	49,950
36'	CASCADE, 1973	29.000
35'	CORONADO, 1972	34,000
	CONTONADO, 1972	109,000
35'	S-2 YTS. MI, 1987	. 100,000
35'	WARRIOR, 1974	55000
35'	SANTANA, 1980	47,000
35'	HINKLEY, 1966	34,500
34'	PEARSON, 1984	55.000
34'	HUNTER, 1983	49.950
	CWIET 1078	65,000
33'	SWIFT, 1978	20,000
33'	HUNTER, 1979	39,000
32'	GULF, 1982	64000
32'	ERICSON, 1985	49,500
32'	TRAVELER, 1978	49,500
32	ELITE, 1985	55.000
32'	PEARSON, 1965	32 500
	MADINED	32,500
31'	MARINER	42,000
31'	HUNTER, 1986	42,900
.31'	DUFOUR, 1982	42,000
31'	CHEOY LEE, 1969	29,000

<b>***</b> **		
0'	PALMER-JOHNSON, 1972	28.000
Ō,	NEWPORT, 1979	
Ō,	SOVEREIGN, 1984	33,000
Ō,	SONOMA, 1984	33,000
0'	S-2. 1979	33,000
0,	PEARSON, 1983 (2)	45,000
0,	PALMER-JOHNSON, 1972	29,000
0'	J. 1982	43,000
0'	ISLANDER, 1972	20,000
0'	IRWIN, 1980	30,000
Ю,	CATALINA, 1977	25,000
0'	ERICSON, 1986	45,000
9'	COLUMBIA, 1977	28,900
9'	SEAFARER, 1974	11,000
9'	J, 1983	26,400
9'	ERICSON, 1978	18,000
9'	CAL, 1972	29,500
8'	PEARSON, 1986	49,000
28'	NEWPORT YC, 1977	21,900
7	ERICSON, 1974	
	POWER	450.000
יחי	ARTHUR LINES 1070	APPLICATION OF THE PERSON OF T

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28'	NEWPORT YC, 1977	21.900
27'	ERICSON, 1974	
	2	
	POWER	
60'	NORDLUND, 1979	450.000
53'	MONK, 1971	140,000
52'	DE FEVER, 1963	225,000
52'	BLUEWATER, 1982	169 000
50'	STEPHENS, 1962	134 000
	STEPHENS, 1960	
50'	AI DIN 1000	165,000
49'	ALBIN, 1980	60,000
47'	MONK, 1962	99,000
47'	GRANDY, 1912	69,000
44'	PACEMAKER, 1966	111,000
43'	PRESIDENT, 1983	160,000
42'	KROGEN, 1988	180,000
42'	GRAND BANKS, 1968	
40'	MARINE TRADER, 1978	125,000
40'	GOLDEN STAR, 1988	175,000
39"	SEA RANGER, 1981	<u>75,</u> 000
36'	SEARAY, 1979	77,000
36'	CHRIS CRAFT, 1960	24,500
32'	BAYLINER, 1986	69,500
28'	BAYLINER, 1984	35,500
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47' PASSPORT'85 220,000	37' HUNTER	32' ALOHA'83 59,000	30' PEARSON	27' CORONADO'719_500
47' PERRY	37' HUNTER	32' ARJES'8355,000	30' PEARSON	27' ERICSON
47' SPARKMAN&STEPHENS'59 67,500	37' O'DAY	32' COLUMBIA	30' S-2	27' HOT FOOT'8315,000
46' ROSBOROUGH	37' TAYANA	32' OREADNAUGHT'8075,000 _	30' SAN JUAN '77 26,000	27' HUNTER
45' COLUMBIA Mfg. C '71 : 95,900	36' CATALINA	32' ERICSON'77 30.005	YANKEE	27' HUNTER'7919,500
45' PORPOISE KEICH '70 85,000	36' CHEOY LEE	32' ERICSON '72 Z Z	CAL	27' NEWPORT
44' CHEOY LEE	36' ERICSON'8472,000	32' ERICSON 4 29.900	28 ERICSON '72 18,500	27' SANTANA
43' CHEOY LEE'83156,000	36' FORMOSA	32' 5141 2 2 29 39	27 BRICSON	26' COLUMBIA
42' BREWER'87 149,500	36' HANS CHRISTIAN '75 65,000	40,000	29 EUCSON	26' DAWSON
41' FREEPORT'77 92,500	36' HANS CHRISTIAN '74 \$5,000	24,950	29' FRICSON '76 26,000	26' PEARSON
41' NEWPORT'73 60,000	36' HUNTER 500	ON59,000	29 180 ER '80 24,000	26' PEARSON
41' SEA WOLF'73 69,500	36' ISLAND FL	·77 60,000	29 24 17,000 17,000	26' PEARSON
40' CHEOY LEE'67 59,500	36' ISLANOER 74 500	32' 176	29' MANGER '73 22.500	26' RANGER '78 12,500
40' IRWIN'79 74,000	36' PEARSON DO	32' WESTSAIL SS 000	28' MEIN MARINE '81 25,000	26' SAN JUAN
40' PEARSON	35' BRISTOL	32' WESTSAIE S7 DOG	28' (OLUMBIA'6914,500	25' CORONADO
39' LANDFALL	35' COROMADO35,000	M' CHECT LEE	28' IKWIN '74 14,000	25' FREEDOM
39' CARTER'73 57,000	35' CORONADO	" CHON LEE	28' ISLANDER	25' NORDIC FOLIBOAT '62
39' COLUMBIA	35' ERICSON''TI (B.000)	*86	28' ISLANDER'7829,000	25' SLOOP '76 4,000
39' ERICSON171 49,500	35' FANTASIA 34.500	PERSON	28' ISLANDER'8429,500	25' YAMAHA''78 17,000
39' FREYA	35" HALLBERG RASSY	ALBIN 29,500	28' NEWPORT''77 23,500	24' BALBOA'8310,495
39' LIDGARD YACHTS '82 67,500	35' SPENCER	RABA 30	28' 0'0AY	24' J/BOAT
39' PEARSON 390	34' CAL 31,000	30' CAL 9.2	28' SAN JUAN	24' NEPTUNE'80
39' YORKTOWN	34' HUNTER 51,500	30' COLUMBIA	28' SAN JUAN	24' SCHOCK16,500
38' CATALINA	34' MORGAN	30 OUFOUR - ARPEGE '70 22,000	28' SAN JUAN	23' RANGER'738,900
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38' DOWNEASTER	34' PEARSON 10M	30' ERICSON	27' CAPE DORY	21' FREEDOM'8311_900
38" HANS CHRISTIAN '77 99,500	34' PRIERSON	30" ISLANDER	27 CATALINA	20' FICKA '78 22 000
38' INGRID	33' HUNTER	30' ISLANDER'79 35,000	27' CATALINA	
38' MORGAN'83 74,500	33' MORGAN	30' NEWPORT	27' CATALINA '79 15,650	



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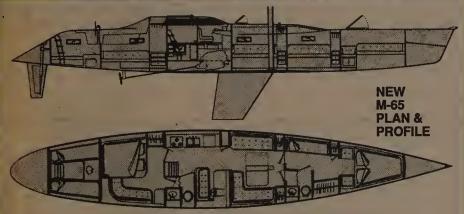
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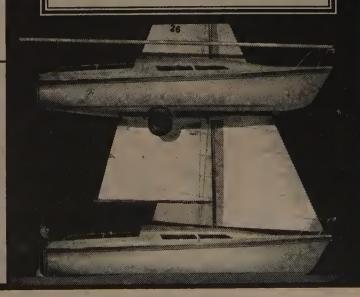
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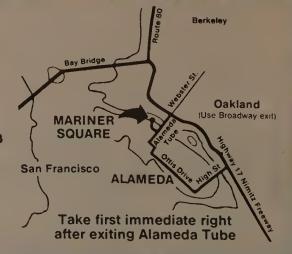
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**MORGAN** 41 • 44

**NONSUCH** 26 • 30 • 33 • 36

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Luxurious owner's forward cabin and two aft guest staterooms.

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27' VEGA, 1971 14,900
28' CAL, 1967 11,500
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30' RAW5ON 30, 1971 25,000
30' FI5HER, 1973
31' PEARSON, 197835,200
32¹ MORGAN, 1981 44,900
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33' NAUTICAT, 198295,000
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36' HUNTER, 1980
36' COLUMBIA, 196838,000
36' PEAR5ON, 1981
36' CATALINA, 1'98462,900
38' NAUTICAT119,000
39' FAIRWEATHER, '87 130,000
40' BENETEAU, 1983 109,000
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POWER
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20' CAL, 1965	900
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22' COLUMBIA, 1975 5,	
22' MacGREGORINQL	
23' CLIPPER, 1977, w/trlr 5,	
24 BRISTOL, 197116,	
25' CATALINA'5,	
w/trirs , (6) FRM9,	500
25' ERICSON, 1980 11,4	
25' O'DAY, 1976 11,	
25' U.S., 19829,6	
25' McGLASSEN, 1981 , 16,	
26' NONSUCH, 198975,6	
27' CATALINA'5 (3) FROM14,	
30' NONSUCH (2) FROM 67,	
31' HUNTER, 198938,6	
34' CATALINA, 198865,	
34' PETER5ON, 197934,	
35' NIAGARA, 1981 , 75,	
36' CATALINA (3) FROM 60,	
37' FI5HER, 1974 125,	
38' CATALINA'S . (2) FROM 49,6	000
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NAUTICAT 33. 182. LORAN, VHF, KM/DS, WINOLASS, FURL. JIB, BEAUTIFUL CONO, READY TO SHARE ITS COMFORTS. \$95,000.



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HANS CHRISTIAN 43. 79. AP, GENERA TOR, 5 SAILS, SSB RAOIO, VHF RAOIO, COMBI \$139,000



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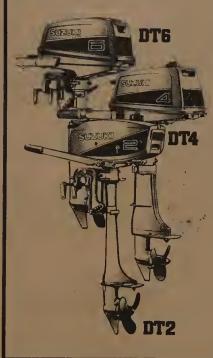
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MAGELLAN 35 Ketch. Beautiful, practical cruising design, great liveaboard. \$59,000.

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30"		
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	ERICSON	/ / ,000
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CATALINA 36. Clean, well equipped version of this popular family performance cruiser. She's ready to take you sailing today! \$61,000.

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411	FREEPORT
42"	PEARSON, '82125,000
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60'	"ANA MARIA"
421	PEARSON, '82125,000
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**ISLANDER FREEPORT 41.** Bright & shiny, in MINT condition. Career change forced immediate sale. Thinking about a liveaboard — you must see this boat. Priced to sell quickly. **\$89,000.** 

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37' HUNTER 1983 Cutter. Aft cabin, diesel aux., dodger, refridgeration, combi depth ind, speed, anenometer, etc. Very clean, shows as new! Just listed. \$57,500.



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38' C&CLANDFALL 1979 Sloop, dsl, four sails, electronics, sharp! Great sailor. Reduced to \$69,500.



45' EXPLORER 1979 Cutter with new dsl 49 hp aux, four sails, big, full keel cruising boat, aux gen, refrig, full electronics. Excellent condition. See her now! \$105,000.

aux, jib furl'g, 4 sails. Like new - fast! ..



37 TAYANA New 1988 MkII Cutter. 44hp dsl aux, furling jib, full batten main, aft stateroom, separate shower, custom interior. See now. \$103.000.

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27'	ERICSON 74, Inboard aux, 3 sails. Anxious!Try	\$13,950
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N-33 Pilothouse	53,600	63,250	61,900
N-41 MK II	103,680	114,340	* 106,900
Galf PILOTHOUSES			
G-27	32,180	43,400	38,900
G-29	36,900	48,450	44,800
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Sailaway Includes: Full electronics (VHF, depth, knot/log, compass); Sails (main & lapper jib). Ground tackle, pedestal steering, full safety package, shore pwer, pressure h/c water, shower (except N-27, 28); Freight & commissioning; many additional options and installed customized cabinetry, teak sole.



NEWPORT MK III, 1984. Customized beautiful interior combined with inventory of 5 sails, VHF, depth, knot/log & new bottom. Asking \$36,900.



36' PEARSON 365, 1977. Clean, reliable cruising liveaboard. Asking \$50,000 or best offer.



27' O'DAY, 1986. Like new & ready to sail away. Diesel, VHF, depth, knot log, many extras. Asking \$23,900.



PEARSON 323, 1978. Dsl, furl jib. H/C water, Autohelm, stereo, wheel; exceptionally clean. Asking \$39,900.



PORPOISE Ketch. Quite possibly the finest 43-ft on the Bay. Nothing spared for ultimate liveaboard comfort, beauty, bluewater cruising. Asking \$135,000



28' NEWPORT MK II, '81. Beautifully maintained. Dodger, diesel, autopilot, 2 jibs, new bottom job. Asking \$22,900.



39' FREYA Cutter, '78. Trans-ocean vet. Recently refurbished (sistership). Asking \$79,000.



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44' PETERSON cutter, 1975, Fully equipped blue water cruiser, aft cabin liveaboard. Asking \$120,000.

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25'	O'DAY & trailer, '77 16,500	36'	PEARSON, '7354,000
26'	INT'L POLKBOAT, '8525,000	36'	ISLANDER, '79, dsl 54,000
27	EXPRESS & trlr, '8227,000	38'	CATALINA, '83
28'	ISLANDER, '7625,000	38'	EASTERLY slp, 197864,000
28'	NEWPORT, '7916,000	39'	LANDFALL cttr, PH, '79 75,000
29'	GULF P.H., (2) from35,000	39'	NEW ZEALAND slp, '82 69,000
30'	HUNTER, 7821,000	41'	STEEL cutter, '7895,000
30'	ERICSON 30+, '8139,900	41'	NEWPORT, (2) from59,000
30'	ERICSON, '8042,000	41'	FORMOSA ketches, (2) from . 65,000
31'	DUFOUR, '79 39,500	42'	STEEL cutter, '87 135,000
32'	GULF P.H., (2) from	45'	LANCER PH M/S, '83 125,000
33'	HUNTER, (2) from36,000	45'	PORPOISE ketch, '7080,000
34'	CAL, '6919.900	45'	RHODES M/S, '71149,000
34'	ERICSON, (2) from 37,000	47'	BLUEWATER kch, 1977 75,000
34'	HUNTER, '8351.000	48'	SWAN, 72179,000
34'	PETERSON slp, '82 42,000	60'	GAFF cutter, 191195,000
35'	CORONADO, 1972 34,000	66'	TOPSAIL SCHOONER, '79 235 000

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Come to the N.C.M.A. Northern California Boat Show, September 16th to 24th at Union Point Marina in Oakland and let NorCal Yachts show you their ...

#### BOAT SHOW LINEUP







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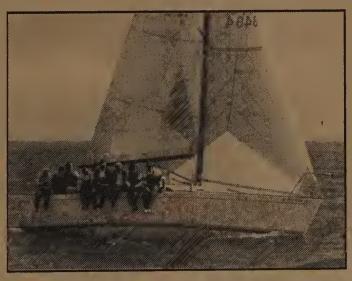
A thoughtful blend of traditional Ericson styling with features that make her exceptional.

30-feet of pure beauty and power.

Take a look at this sampling of what NorCal Yachts has to offer! Ericsons 26 to 43-ft / Olsons 25 to 34-ft / Jeanneaus 21 to 51-ft

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... to join the team this year and would like to invite you to the trials. We've been under a lot of pressure from our current members to start recruiting for a onedesign fleet. They've spent the last two years winning handicapped regattas like the Wheeler, and standing in the championship spotlight for their division. We think we've got a hot ticket here:



it's a 30-footer designed by Carl Schumacher . . . built by one of the oldest names in boating - Ericson. We've repackaged the boat so that you get in on the ground floor. All we really want to do is give you a boat you'll enjoy. The Olson 911SE ... a lot more boat for a lot less cash. Whether you race it, cruise it. or both, the Olson 911SE is a winner.

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**Cruising Package** \$39,995

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#### CALENDAR

#### **Nonrace**

September 1 — Good news! Gashouse Cove Marina, the only recreational fuel dock in San Francisco, will reopen just in time for Labor Day Weekend. The gas dock has been out of operation since it sank last February as a result of flooding. Paul Kaplan, 567-3695.

September 1-November — "Tugboats: San Francisco Bay 1860-1960", an exhibit tracing the history of the tugboat industry on the Bay. At the San Francisco Maritime Museum's Harmon Gallery (foot of Polk Street). Wed.-Sun., 10 a.m.-6 p.m. Free. 556-0532.

September 2-4 — Metal Boat Society's Second Annual Festival. Seminars on all kinds of subjects pertaining to metal boats. Oak Harbor Marina and YC, Oak Harbor, Wash. Tracie Hornung, (206) 378-5894.

September 2-4 — Catalina 27 and 30 cruise to Drake's Bay. Harry Hayward, 459-5059.

September 3 — Master Mariners potluck dinner/dance/trophy presentation at Petaluma YC. Part of the Chicken Ship Regatta, their annual migration up the Petaluma River. These wooden boat buffs know how to have fun! Diane Brendan, 456-3496.

September 3 — SS Potomac Homecoming. FDR's "floating white house" from 1936-1946 returns to the Port of Oakland (Jack London Square) at 11:30 a.m. Festivities include a boat parade and ceremony featuring FDR's son, James Roosevelt. Kicks off Oakland's sixth annual Arts Explosion weekend. Cassie Arnold, 268-9848.

September 6 — Introduction to Coastal Navigation. Stockdale Marine Theatre, Sacramento. 7 p.m.; free. For more info, call (916) 332-0775.

September 7 — Introduction to Celestial Navigation. Different subject, but same drill as above.

September 7 — Sea Music Concert Series aboard the Balclutha kicks off with Geoff Kaufman, a musician with Connecticut's Mystic Seaport. Other concerts are October 14 (Louis Killen), November 18 (Bob Webb) and December 17 (Stuart Frank and Mary Malloy). 8 p.m.; tickets are \$5. SF Maritime Museum, 556-3002.

September 16 — Marine Flea Market, 7 a.m. to 4 p.m. Adjacent to the Laney Flea Market in Oakland. (7th & Fallon, off 880 at Oak Street). 769-7266.

September 16 — Catalina Day on the Bay at Paradise Park. A social get-together for all owners of Catalina yachts. Martha Schultz, (408) 371-9576.

September 16 — "Cruising to Mexico", a slide show and talk by local author Jack Williams. Attendance is mandatory for all members of the Class of '89/90. Bay Model (Sausalito), 1-3 p.m. Free. Sponsored by the Armchair Sailor, 332-7505.

September 16-24 — NCMA Boat Show. Union Point Marina

(Oakland). NCMA, 521-2558.

September 17 — Tania Aebi booksigning at The Armchair Sailor in Sausalito, 2-3 p.m. Aebi, the first American woman and the youngest person to ever sail solo around the world, will be on hand to autograph copies of her new book, Maiden Voyage. Armchair Sailor, 332-7505.

September 22 — Autumnal equinox (6:20 p.m.), the perfect excuse for a Friday night sail.

September 22-24 — Newport Beach 3rd Annual Wooden Boat Festival. The state's official tallship, the 145-foot Californian, which recently finished a 10,000 mile Pacific Rim Goodwill Voyage (Hawaii, British Columbia, and Northern California), will be the flagship of the

event. Newport Harbor Chamber of Commerce, (714) 644-8211.

September 22-24 — Fantasia Rendezvous at Catalina Harbor,
Catalina Island. Sounds like a reunion of the cartoon characters in the
Walt Disney movie of the same name; actually, it's a get-together for
owners of Fantasia yachts. Suzanne Long, (714) 494-8229.

September 23 — Adopt-a-Beach Coastal Clean-Up Day. Last year,

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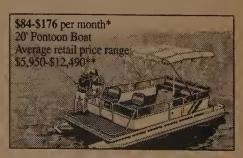
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There are plenty of ways for you and your family to enjoy leisure time . . . but a boat offers you a sound investment with solid resale value too. Boating isn't only fun, it's the smart move. So, go ahead and enjoy every minute. You really can afford a boat!

- \* Monthly cost of ownership figures based on 20% downpayments and average finance rates and terms from nationwide sample of lending institutions polled Fall 1988
- \*\* Retail price ranges based on nationwide manufacturer sample and include price of outboard or sterndrive engines where applicable.





#### **CALENDAR**

thousands of volunteers collected more than 250,000 pounds of trash and debris off California's beaches during the clean-up. If you want to be part of this "ultimate beach party", contact the California Coastal Commission at 1-800-COAST4U.

**September 23** — Michael Greenwald booksigning at the Armchair Sailor (Sausalito), 1-4 p.m. Greenwald's latest book, *Survivor*, is a reference-size text covering every aspect of how to survive a boating disaster. Armchair Sailor, 332-7505.

September 24 — Encinal YC spaghetti feed and movie, open to the public. Movie at 1600; dinner afterwards for \$5.50. Check out what this friendly yacht club can offer you. EYC, 522-3272.

September 25, 1513 — Twenty-one years after Columbus discovers America, Vasco Nunez de Balboa, a Spanish pig farmer turned explorer, is the first European to see the eastern shore of the Pacific. He sighted the ocean from a mountaintop in what is now Panama; four days later, Balboa waded into the water and claimed it and all its shores for Spain. Five years later, a jealous political rival falsely accused Balboa of treason and had him beheaded.

October 5 — Latitude's Annual Mexico Crew List Party. After work at the Sausalito Cruising Club. (See Sightings.) 383-8200.

October 6 — Free slide show on sailing in the Northern Bahamas by Bob and Margot Small. Stockdale Marine Theatre, Sacramento, 7 p.m. (916) 332-0775.

October 14-15 — SailTech '89 (formerly called The Ancient Interface). The annual forum for yachtsmen, engineers and scientists who share a common fascination with the science of sailing. This year's theme is "Innovative Concepts For High Performance Sailing". Stanford University. Tom Edwards, Conference Chairman, 694-4465.

Racing

August 30-September 14 — International 14 Worlds. Team racing at Richmond YC (August 30-Sept. 3) followed by the actual Worlds out of StFYC (September 4-14). 120-150 boats expected. Quite possibly the Bay Area's dinghy regatta of the decade. StFYC, 563-6363.

August 31-September 4 — Ziploc Ultimate Yacht Race in Milwaukee. Hopefully, the Bay Area's Russ Silvestri and Russell Long will each debut their new 30-footers in this latest dash for cash. Barby MacGowan, (401) 849-0220.

September 1 — Windjammers Race from San Francisco to Santa

Cruz. A Labor Day Weekend tradition. YRA, 771-9500.

September 2 — First Annual Jazz Cup. A season-ending downwind race from the Bay to Benicia, which is holding its annual jazz festival that weekend. Sponsored by the South Beach and Benicia Yacht Clubs, Keith Moore, 223-1116.

September 2 — The Whitbread Race begins in Southampton,

England. See The Racing Sheet.

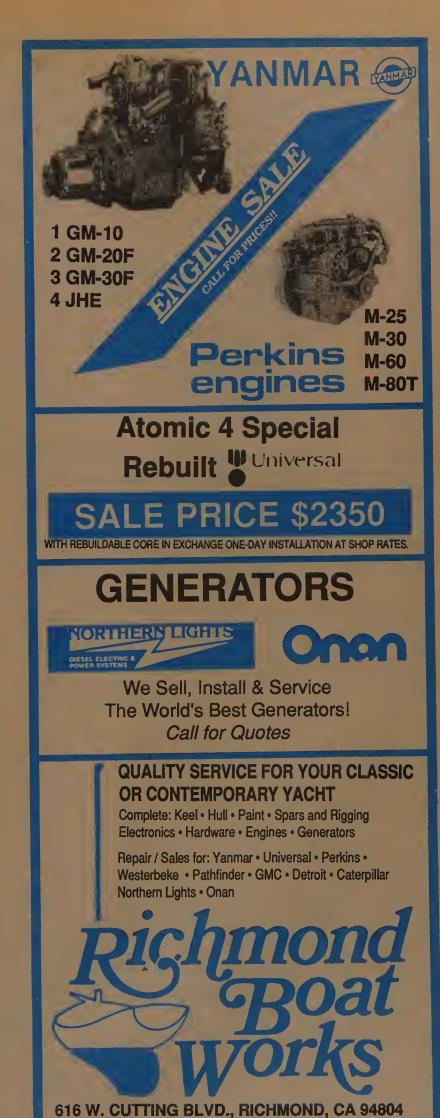
September 8-10 — First ever "Mt. Tam Wham Bam", another variation on the racing theme dreamed up by Encinal YC. Starts on Friday night with an evening race from Encinal YC to Sausalito. Then, on Saturday, the runners on your team run from Sausalito to the top of Mt. Tam (24 miles, mainly uphill). Sunday's activity is listed as a "power boat phantom race." Dave Fairless, 865-6427.

September 9 — Ong Triangle: the penultimate ocean race of the

year. Golden Gate YC. YRA, 771-9500.

September 9 — 4th Annual Race to Preserve the Historic Ships. Up to 30 offshore power boats will make about 200 passes of Pier 39 as they compete in a 120-mile Bay course. They'll be burning up the gas for a good cause — the race is part of a four day (Sept. 7-10) maritime festival to benefit San Francisco's National Maritime Museum. 981-PIER.

September 9-10 — Plaza Cup Regatta, aka the "Mini-Cal Cup". Three bouy races on Monterey Bay for Santana 35s. Co-sponsored by the Monterey Peninsula YC and the elegant Monterey Plaza Hotel.



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#### SAIL INTO MARINA VILLAGE Want To Introduce You To The ay's Fremier Yachting Center Take advantage of our August/September Introductory Offer SPECIAL! Stay Three months and get the fourth month FREE when renting a 28', 32' or 36' slip.\* Or prepay six months' rent on any size slip and receive the seventh month FREE. Home Of: Arena **Yacht** Sales Dealer for MacGregor Yachts **Much More** (415) 523-9292 See ad page 17 than Just a Marina • Prime estuary location ORMAN Protected deep water slips 28-72-feet. YACHTS • Wide, stable concrete piers Buyers and sellers — Marina Village is the place to buy or (415) 865-6151 See ad page 211 sell with loads of new and used power and sail boats at our a docks. Numerous additional services — yacht clubs, deli, nearby OAKLAND shopping center, restaurants . . . If you're buying, selling or just going sailing, you should visit Marina Village. You'll find the drive easy, the parking **WORLD YACHT CENTER** easy, the people friendly and the sailing terrific. (415) 521-5636 ARINA VILLAGE Look for the ads of Marina Village businesses in this issue. See ad page 39 Sailing Lessons & Charters MARINA VILLA A DEVELOPMENT OF VINTAGE PROPERTIES Charter & Yachting Assocation ALAMEDA Now Renting Premier Deep Water Slips In All Sizes (415) 521-5370 \* Harbormaster 1050 Marina Village Parkway See ad page 87 Call Harbormaster's Office \* Offer open to new berthers only. (415) 521-0905

#### CALENDAR

Sara Schmitz, (408) 646-1700.

September 13-17 — Holy smokes, it's the Return of Salem ProSail1 Rivals Tom Blackaller and Randy Smyth will go at it again in this fourth and final regatta on the '89 ProSail circuit. Shoreside activities will be at Pier 39. Jennifer Jones, (919) 741-7638.

September 15, 1990 — The BOC Challenge. Only one year left to prepare your boat for the singlehanded Around the World Race.

September 16 — Final HDA/IMS/IMRDA races of the season. Sponsored by Encinal YC on the Cityfront/Treasure Island battlefield. Midwinter races can't be far behind. YRA, 771-9500.

September 16-17 — Lightning Pacific Coast Championships. Richmond YC. Bruce Arnold, 524-2843 (h) or 939-8980 (w).

September 16-19 — Soling Pacific Coast Championship. San Francisco YC, 435-9133.

September 17-23 — The Big Boat Series. Four classes (sleds, SC 50s and two IOR divisions) will duke it out in this annual five race series. See Sightings for more. StFYC, Mr. Jones, 563-6363.

September 20-23 — Snipe North Americans. Mission Bay YC, San

Diego. Bob Bowden, (619) 454-8146.

September 23 — Golden Gate Open. A new regatta for all boats beginning at Pier 39, going out the Gate and then to the finish at Grand Harbor, Alameda. In conjunction with the NCMA Fall Boat Show. Great prizes! Pam Frank, 956-6264.

September 24 — Season finales for WBRA (Olympic Circle) and ODCA (Cityfront). Where did the summer go? YRA, 771-9500.

September 30 — Cal vs. Stanford Match Race Series. Berkeley YC has put forth a Deed of Gift to sponsor an annual match race between the two best Northern California collegiate sailing teams. This year, it's a nautical version of The Big Game. Come support your teaml BYC,

September 30-October 1 — Ericson 27 Regionals. Ballena Bay YC. Bill Lewis, (408) 736-5940.

September 30-October 1 — Catalina 27 Regional Championship. Catalina 34s and 30s invited also. Ballena Bay YC. Ray Nelson, 387-6904 (home).

September 30-October 1 — All Islander Regatta. Racing, dining and dancing for all Islander yachts. One design starts for Islander 36s, 30s, 28s and Bahama 24s; PHRF class for all others. Hosted by the fun-loving folks at Tiburon YC. Ed Perkins, 285-2404 (work) or 389-1715 (home).

October 6 — San Diego-Ensenada Race, aka "The Little Ensenada Race". A 62-mile sprint for the margaritas sponsored by the Southwestern YC. About 150 boats will take a shot at Kathmandu's 1986 record time of six hours and 11 minutes. Rod Taylor, (619) 457-3300.

October 7-8 — Vallejo One-Two. A singlehanded race to Vallejo on Saturday, followed by a doublehanded trip back. A fun and easy way to experience shorthanded sailing in relative safety. Ants Uiga, 658-8073.

October 7-8 — StFYC's 11th Annual International Grand Masters Regatta. Up to 20 "grand masters" (over 55) are expected to compete in this fun J/24 weekend series. Don Trask, 522-0545.

October 7-8 — Nimitz Team Race. An interclub team racing event wherein each yacht club fields a three boat team whose aggregate PHRF rating must be between 450-500 (hint: get as close to 450 as possiblel). Mix 'em and match 'em. Berkeley YC. Bobbi Tosse, 939-9885.

October 21-22 — Marriott Team Race Invitational, sponsored by the Berkeley Marriott and Marion Sailmakers. Teams of 3-5 boats from seven fleets (Express 37, Islander 36, J/35, Santana 35, Olson 34/Express 34, Olson 25 and Olson 30) will compete in a five race series. Marion Sailmakers, 521-8474.

October 28 — Red Rock Regatta. Halloween fun at the Tiburon YC. Carolyn Fitz-Gerald, 435-4950.



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# The Golden Gate Open

The unlimited, uninhibited yacht race.

Presented by the Northern California Fall Boat Show, September 16-24

The Golden Gate Open is an annual, Bay Area, open-class regatta. The inaugural race is September 23, 1989, commencing at 10:00 A.M. It is designed as a non-profit project to provide funds for youth sailing programs in the Bay Area.

The Course (Encinal Yacht Club, Race Managers): The race starts at Pler 39, salling North or West around both Angel Island and Crissy Field Buoy, then beneath the Bay Bridge and down the Oakland-Alameda Estuary to the Fall Boat Show at Union Point Basin, a total of 20.3 miles.

**Entry requirements and fee:** Race open to <u>all</u> sallboats, 20-ft and longer, capable of salling in San Francisco Bay in adverse conditions; race management reserves the right to refuse entries not able to meet these requirements. Fee \$25 per boat and skipper, includes gala post-race party, plus \$10 per crew member (or friend attending the party). Skippers <u>must</u> attend the Skippers' Sunset Reception, hosted by the Richmond Chamber of Commerce and the City of Richmond, at Hawthornes restaurant in Marina Bay, Richmond, on September 22, 5:00-7:00 (Sport Coats) to receive their instructions and kit, plus a drawing for a rent-free boat slip.

**Prizes, prizes:** First prize is a round-trip for two to London on British Airways. Dozens of other valuable prizes, 'totaling over \$25,000, are determined by lottery, protecting amateur status and making salling the race more important than winning. And more funi

After the Race: Free rafting at the brand new Grand Marina in Alameda, then the Hong Kong Ferry takes you across the Estuary for free admission to the Fali Boat Show, and the race prize awards.

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Length:	Type:	Color:	Where Berthed:	
Skipper/Owner: _				
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#### CALENDAR

October 28-29 — Great Pumpkin Regatta. Still more Halloween fun, this time at Richmond YC. RYC, 237-2821.

**Remaining Beer Can Races** 

BAY VIEW BOAT CLUB — Monday Night Madness. Second half: 9/11, 9/25. Tom Collins, 467-8975 (after 5 p.m.)

BERKELEY YC — Friday Night Series. Every Friday through September 29. Paul Kamen, 540-6324.

BENICIA YC — Thursday Night Series. Every Thursday through the end of September. Benicia YC, (707) 746-6600.

COYOTE POINT YC — Hot Dog Series. Wednesday nights through the end of DST. CPYC, 347-6730.

**ENCINAL YC** — Friday Nights Series. Summer Series: 9/8, 9/22, 10/6. Shirley Temming, 521-0966.

GOLDEN GATE YC — Friday Night Cityfront Series. Series II: 9/8. GGYC, 346-BOAT.

ISLAND YC — Friday Night Champagne Series. Summer Series: 9/15, 9/28. Mike Mannix, 869-2800 (days).

SANTA CRUZ — Wet Wednesdays. Every Wednesday until the end of DST. Larsen Sails, (408) 476-3009.

**SAUSALITO CRUISING CLUB** — Friday Night Summer Series. Late Series: 9/8. Robert Kowolik, 331-8964.

**SAUSALITO YC** — Sunset Regatta. Tuesday evenings. Summer Series: 9/5, 9/19. Peter Gibson, 331-2277.

TIBURON YC — Friday Night Series: 9/8. Jerry Tostenson, 389-9144.

VALLEJO YC — Wednesday Night Series. Every Wednesday through the end of September. Vallejo YC, (707) 648-9409.

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

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day/date	slack	max	slack	max
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9/10/Sun	0329	0640/2.5F	0959	1155/1.2E
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<b>9/16/</b> Sat	0124	0414/4.5E	0743	1038/4.0F
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9/17/Sun	0220	0502/4.1E	0822	1115/3.7F
J/21/04.1	1412	1718/5.2E	2058	2357/4.2F
9/23/Sat	0224	0542/3.0F	0857	1127/1.3E
3/20/55	1428	1714/1.8F	1952	2321/3.7E
9/24/Sun	0328	0648/3.2F	0953	1257/1.7E
	1537	1831/2.1F	2102	
9/30/Sat	0120	0359/3.2E	0732	1018/2.9F
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56' FLYBRIDGE MTR YACHT '	385,000	
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53' HATTERAS		
50' OCEAN	. 265,000	
48' GULFSTAR FLYBRIDGE MY.	275,000	
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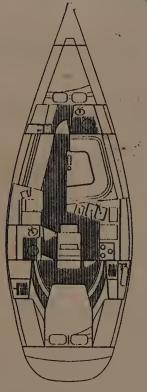


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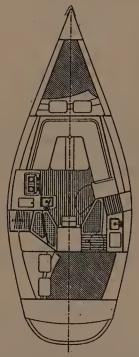




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#### **LETTERS**

#### **UNTOP AWARDS FOR A-WARD AND GOLDEN STATE**

A short public note to thank some wonderful folks.

I was coming home from the Delta with the tide against me when the wind died. So, I turned the engine on for help. It sounded odd and I realized that the exhaust was dry — not a good sign. So I shut the engine down and started taking things apart. Soon I found that the impeller on the seawater pump of my Atomic 4 had given out; thus we were without an engine. Naturally I did not have a spare aboard. I radioed the Martinez Harbormaster, and was told by a Martinez liveaboard that nobody was in the harbormaster's office. I was not a happy sailor.

The liveaboard then called back to see what assistance he could offer — and here starts the wonderful story. He radioed instructions on how to doublecheck that my impeller was really the problem, and gave us local tide information so we could plan on when it would be possible to sail into the Martinez Marina. We tried his idea about the impeller, but yes, it was shot. Realizing that we wouldn't arrive until after both local chandleries had closed, he then came out to us in his runabout to take our impeller away and try to get a new one before the stores closed. He also gave us instructions on how to find a vacant end-tie for an easy landing.

When we arrived at the marina, some other residents of what apparently is known as the "A-Ward" offered to help us tie up. They offered us phones, cold beers and friendly advice. The owner of the runabout returned with the news that no impeller of the size we needed was locally available. Every resident of A-Ward went through his or her spares to see if anyone had the right size. None did. Another A-Ward resident took one of my crew to BART, because he had an important appointment the next morning. I slept aboard after declining several kind offers of dinner.

In the morning, another A-Warder loaned me a car for the trip to

Oakland to purchase the correct impeller — and a spare.

I want to publicly thank the residents of A-Ward for their wonderful aid and assistance. They turned a problem into a celebration of how sailors can help each other. I also want to thank the good folks at Golden State Diesel Marine. They not only had the right part, they also noticed that the impeller shaft was scored and might cause future problems. They burnished it smooth, gave me instructions and tips for its reinstallation, and showed me how to replace the seals if necessary. Thanks to them the repairs were made quickly and smoothly, allowing me to power through Carquinez Strait before sailing home to Pier 39.

I love sailing and am very proud to share the same avocation as

the folks at A-Ward and Golden State.

Bennett Woll Asylum, Pier 39

Bennett — If you can remember the names of two or three of the good folks at A-Ward, please let us know. We'd like to send them a few Latitude T-shirts for treating you so well.

#### **UITA BREAKDOWN IN COMMUNICATIONS**

Your August issue's Catalina Race account of Jackrabbit's division win, "Here's a Trick", should be labeled "What A Cheap

Trick\* — on your part.

I happened to be on the helm when we noticed four flares go off behind us within a five-minute interval. We immediately turned on the VHF to determine who may have needed assistance. After prolonged discussion with ReQuest and the Long Beach Coast Guard, we were asked by the Coast Guard to proceed to ReQuest's location. Being prudent sailors and good samaritans, we responded.

Funny you should mention Perseverance and Calliope as "good samaritan boats" in rendering assistance to Entente, but Jackrabbit as

pulling a trick. Come on, fellasl

For your information, before Jackrabbit was awarded time redress, she was not "well down in Division IV", but corrected out to

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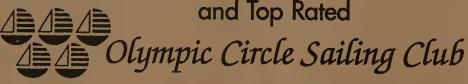
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a respectable third place.

Hopefully, you well-seasoned, hard-assed sailors on Big O will never find yourself up on Cabe's Reef or in need of assistance. But then you guys are probably tough enough to get yourselves out of your own jams.

Neil Reid

Jackrabbit crew and Past Commodore of the St. Thomas YC

Neil — Whoa! The author of the article, Managing Editor John Riise, who incidentally has never even seen Big O, had the following to sav:

"I obviously didn't mean 'trick' to be derogatory. Also, I meant "well-down in division" to mean on elapsed time. That was a mistake on my part. You were given more than three hours redress, but even without it would have finished in the top three."

In other words, congratulations for: 1) Doing the right thing, and 2) for finishing so well. Our sincere apologies if you or anybody else got the wrong impression from our article.

#### **VITINTIMIDATING OUT THERE**

How about a story on venturing outside the Gate?

I'm sure there are many who, like myself, find the idea very intimidating. But after several years of Bay sailing, I am intrigued by the idea of a few overnights to places like Half Moon Bay and Monterey. Nonetheless, I'm still apprehensive.

On the few occasions I have sailed outside the Gate, I have been somewhat surprised by the conditions. Specifically, I've noticed that conditions inside the Bay are sometimes worse than outside. Is there a semi-reliable way to anticipate what to expect out there?

I'd also like to know about the necessary equipment, how far out to venture, what the important landmarks are, etc.

So how about an article with some answers?

Ken Crandall Kelebo, Hunter 34 Vallejo

Ken — While the ocean outside the Golden Gate is wisely treated with great respect, it is nonetheless often calmer inside the Bay than out.

Sailing along the coast of Northern California is clearly a much different proposition than sailing inside the Bay, so we'll see if we can't put together an "Out the Gate Primer" for an upcoming issue. Meanwhile, the Letters editor has a bonus tip: The best way to begin sailing outside the Gate is as crew on an experienced sailor's boat. For example, on a fun race such as the Windjammer's to Santa Cruz, one of the Half Moon Bay or Drake's Bay races, or even just around the Lightbucket. Once you feel comfortable out there, you can think about going out on your own.

Thanks for the great article idea, though, we'll get right on it.

#### **UTRABBIT, BUNNY OR FOX, HE'S STILL THE CHAMP**

In your August report on the Olson 30 Nationals, you erroneously referred to me as the reigning YRA Olson 30 Class champion. Out of fairness, I must remind your readers that Bill Coverdale and his crew on Killer Rabbit own that title and have for several years.

Some of us in the Olson 30 fleet mean to bring that winning streak to an end, but so far it's been an elusive goal. We almost did break it last year, but the Killer Rabbit gang took us in a tie-breaking match-race series.

We've affectionately nicknamed them the Bunny, but perhaps

The Fox would be more appropriate.

Albert Holt Think Fast! Olson 30 Livermore

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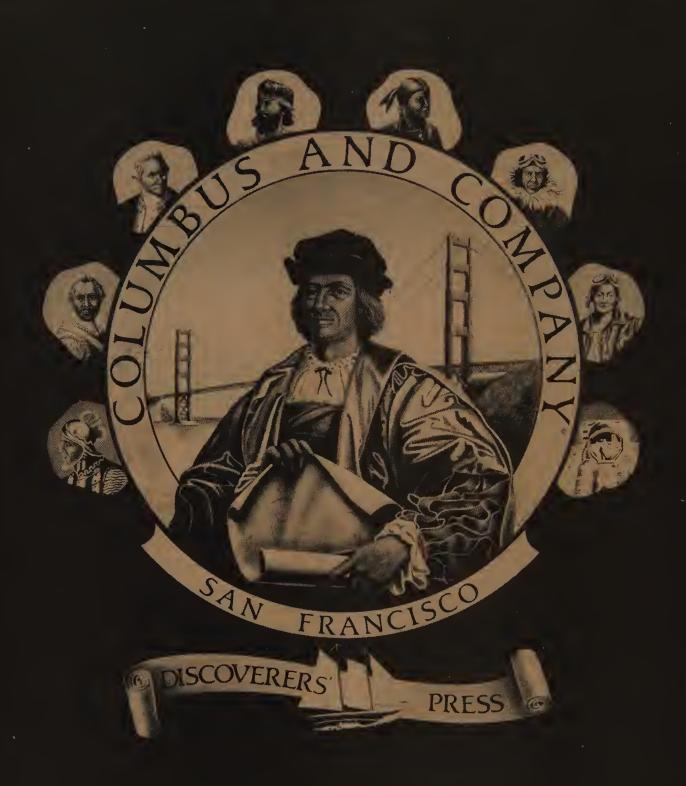


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Albert — Our apologies to the skipper and crew of Killer Rabbit, who have won the YRA Olson 30 title for the last three years. We swear we won't ever let little mistakes like that sneak through again.

#### **INTHIS FLAMINGO WAS A FREE SPIRIT**

Our congratulations to Rod Siever for winning this year's Island to Island Race with his Express 37 Flamingo (August Racing Sheet, page 150). But to set the record straight, we'd like to point out that the photo accompanying the copy — that of an Express 37 with a hot pink 'Palm Tree' chute — is actually Neil Ross' Free Spirit.

> **Howie Marion Marion Sailmakers** Alameda

Howie — Our apologies to everyone involved. Like we said before, stuff like this will never happen again.

#### **UNA LITTLE RECOGNITION, PLEASE**

In your July issue TransPac Preview, you made the following

comments about my yacht and Hawaii yachts in general:
"Gerontius / Farr 42 / Bill Alexander / Waikiki YC: A 15-year-old squatty-rigged Farr design which had a major facelift earlier in the year. It would have to blow like hell for these guys to do well; besides, Hawaiian boats have traditionally fared poorly in this race.

Well, it didn't blow like hell and we finished 3rd in Class C and 12th in the fleet. Not bad for "a 15-year-old squatty-rigged Farr".

Furthermore, the other Hawaiian entries finished first in IMS; second in Class C and 8th in fleet; and, second in Class B and 10th in fleet. All Hawaii boats took home silver! A pretty good show for



Aloha! Hula girls greet the "Gerontius" crew after the TransPac.

boats that "have traditionally fared poorly in this race". A little recognition, please.

Bill Alexander Owner, Gerontius

Bill - One of the primary reasons we publish our predictions is to get skippers and crews worked up to prove us wrong. You did just great.

#### UNIVE GOT THE BOAT, GOOD HEALTH, LOTS OF TIME -**BUT NO CREW TO THE CARIBBEAN**

I — for one — have always found the Crew List ads to be

helpful.

I advertised for crew to go on cruising vacations of three weeks or more. Unfortunately, there seem to be few people who are able to get away from the rigid structure of civilization for more than a week or two at a time. Thus many of the people I met through the Crew List became day sailors, few of whom were able to even stay a

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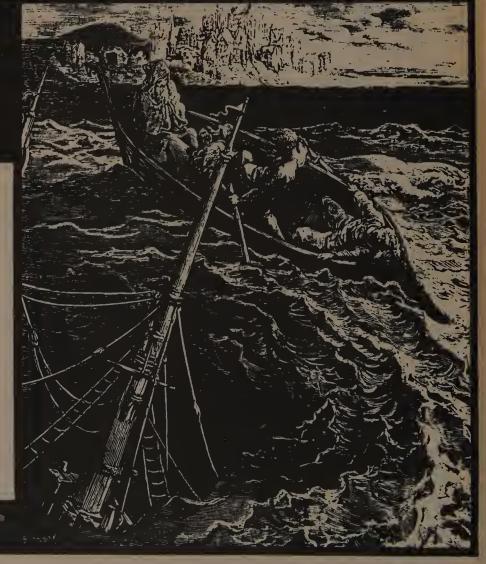
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Thursday, Sept. 7 Noon

#### **Classic Ships Parade**

See historic ships, vintage yachts and offshore powerboats as they parade by PIER 39 and Fisherman's Wharf.

> Friday, Sept. 8 Noon-5 PM

#### Offshore **Powerboat Review**

The West's largest collection of offshore powerboats can be viewed from PIER 39's West Marina.



Saturday, Sept. 9 10:30 AM

#### Offshore **Powerboat Race**

More than 30 offshore powerboats will compete on a 120-mile course. PIER 39 is race headquarters and the perfect vantage point from which to watch the race.

#### The Race to Preserve Historic Ships September 7-10

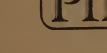
More than 30 offshore powerboats will speed around the Bay during the 4th annual Race to Preserve Historic Ships benefitting the National Maritime Museum Association. During this 3-day series of free boating events, these high-tech racers will converge on the Bay to raise funds to maintain and preserve San Francisco's

collection of historic vessels.

A signed, limited edition commemorative race lithograph of the old sailing ship Balclutha is available for a minimum donation at Picture San Francisco located at PIER 39. Net proceeds from your donation will

benefit the National Maritime Museum Association.

Call 981-PIER for further information.



















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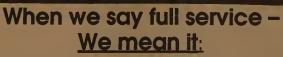
Winning Bottom Congratulations (1 of 8 topside jobs recently completed) Wide Load"

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weekend. It seems their lives were just too busy to allow that. Although some became good friends, none were interested in sailing for extended periods of time. At least that has been my

experience with the age group responding to my ads.

I can't really blame them. After all, I worked seven or more years at a time without a vacation with the objective of being able to retire young enough to enjoy retirement. Thus I worked hard — much harder and longer than all of my friends. After beating my head against the wall, I realized that working smarter and fewer hours had some benefits. Finally, at just 38-years of age, I retired. I'm not so sure I would have done it any other way, if given the opportunity. Now I have the boat, good health, and lots of time to enjoy paradise.

My three-year search for compatible crew to share the joys and pains of an extended cruise was filled with enough interesting experiences to write a book! At times the going was rough. Respondents were either few and far between or all at the same time. Some had no idea what sailing was about. Others, being skillful and competent sailors, would have gotten the keys to my boat any time they asked. Some I wouldn't want anywhere near my

boat.

I received responses for my request for crew from all over the globel Most had two things in common: 1. A desire to pay their own expenses and have it no other way, and 2. claimed the ad had been given to them by a friend and that I should contact them! Curiously, none would say they saw the ad themselves. Could it be your readers are not interested in extended cruising? Or was it that the readers were trying to get rid of their 'friends'?

Just a couple of months ago — with the help of the far-reaching Crew List ads — I found someone who shares the same attitudes, enthusiasm and philosophy of cruising that I do. Someone with the time and capacity for extended cruising. So I say 'Thank you' to you at Latitude. I am sure you'll hear more from Jupiter and her crew as

we meander along to the Caribbean and beyond.

As for the O.D.F.S.'s, all I can say is if you'd returned my calls perhaps we could have done more sailing on the Bay. I made it a policy to drop all respondents who failed to respond to three calls. At that point I figured they were too busy or not interested in sailing. Simply put, I do not tolerate non-communication.

Although I singlehanded on Memorial Day weekend, I could still

use more transitory crew.

Cameron Clarke Jupiter, Gulfstar 41 Carmichael, CA

#### **UTPRAYER ANSWERED**

It was one of those times when I insisted on swimming upstream instead of going with the flow. On Monday morning I used the short form of the Serenity Prayer, which is "F--k itI", and decided to get out of town. By Tuesday afternoon, my Cal 29 Grand Slam was hitting 12 knots coming off the windblown wavetops marching past Año Nuevo. It was blowing about 28 knots and I had the jib poled out to run wing-and-wing. It was a sunny day, the boat was happy, and the trip was working.

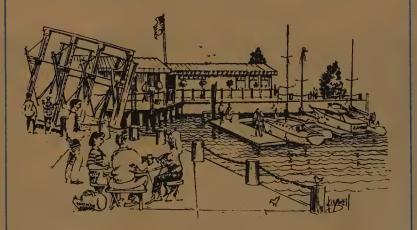
But when my autopilot died, I was really alone! Maybe it conked out because I had cursed it during the Singlehanded Sailing Society's Low Budget Race when it had left me in irons during four tacks and would bear away about 60° for no apparent reason. In any event, I managed an off-the-wall jibe and wrestled the jib to the deck. Under main alone, I continued to Santa Cruz averaging 7.5

knots.

I took my AutoHelm 1000 to West Marine Products in Santa Cruz and was moved to write this letter by their excellent service. David Grass arranged for a 24-hour repair, making it happen and personally delivering the autopilot to me on my boat. John DeMeter and others at the West Marine store in Oakland have also been



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consistently helpful.

As I write this I'm sailing back up the coast, feeling better than 1 have in some time. My wife Ellen will be relieved!

> Fred Minning Walnut Creek

#### **U**ÎT I CAN'T ORGANIZE IT FROM A MINE!

Greetings from Lat 68°01'N, Long 162°54'W. I'd like to be able to relate an epic tale of battling the elements with double reefs, etc., to make my way here, but it was mostly via a 737 enduring 400-knot winds on the nose.

I am now employed as a weather observer, aircraft observer/controller, and camp medic at the Red Dog Mine. We've got 18 big hours of sunlight every day - which is great for doing varnish. But that's not why I'm writing.

I want some intrepid Westsail owners to get off their duffs and quasi-organize a rendezvous. I suggest Half Moon Bay or maybe even Petaluma as good destinations. Late September would be a good time. Bud Taplin has again agreed to come up to wherever the destination might be and provide free advice and mini-surveys. Since I won't be back until mid-September, I cannot organize the

Come on, guys, let's do it once this year! If the Westies in L.A. can do it, so can we.

> Mike Sisson & Carol Rose Westsail 32, Mysticeti

Mike — Whoever puts it together might want to extend a special invitation to the Sutton family. Sometime early in September they are due back from a 58,000-mile, 46-country, 8-year, two-kids-born-onthe-way circumnavigation aboard their self-completed Westsail 43, Marinka.

#### **UNIWOMEN'S SAIL TRAINING SOLD OUT**

My women's sail training trip in the Pacific Northwest aboard the schooner Adventuress (mentioned in the July Latitude) for September sold out with a waiting list of 16. So we've added another shorter trip in October.

The dates are October 3 thru October 7. The price is \$325. Interested women should call the Trip Registrar, who is also my mother, right away at (209) 748-2158 in order to reserve space.

Given the interest, it's likely we'll do it again next year.

Merlyn Storm Northern California

#### **UNALL WEST MARINE, NOT JUST WEST MARINE**

Upon reading my letter in your fine rag, I noticed a couple of

things that weren't quite right.

It was All West Marine in Oakland that did the excellent job on my dinghy -- although it was a West Marine dinghy. Also, I specifically wanted it in print that it was Bill Douville who took his lunch hour to deliver the raft to Svendsens.

> Steve Reese Screwloose Alameda

Steve — Ooops! Sorry, our mistake.

#### **UNEXCELLENT CUSTOMER SUPPORT**

I would like to bring the attention of your readers to the excellent service I recently received from Britt and Debbie West of West Sailaway, Inc. of Stockton.

I raced my year-old MacGregor 26 in this year's TransTahoe Race, when heavy air conditions damaged the rudder and forced me to withdraw. Monday morning I was on the phone to Britt, who ordered a rudder the same day. Because of his excellent customer

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support, my boat was out of commission a minimal amount of time.

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Ken Stuber MacGregor 26, Hull #1171

#### UNINORMALLY WE DON'T ALLOW POETRY, BUT ...

On July 7, 1989, trophies were presented to the first, second, and third place winners in both spinnaker and non-spinnaker divisions for the South Beach YC's first Friday night series. Prior to the ceremony, three "special" awards were made, as described in:

#### Ode To An Anchor

There is something about an anchor, Solid, reliant and stout;
A silver, brand new anchor,
And one that will never give out.
There is something about an anchor, Its cost you don't really mind,
Be so certain to race
With it stowed in its place—
And not with it dragging behind!

We were standing above G dock,
The racers were straggling in:
The quick ones were early to G dock,
We could tell by the laughter and din.
We were standing around above G dock,
Getting ready to hear the bad news,
"Awards" Scott said,
With a nod of his head;
"Let's stay," what did we have to lose?

An hour glass was the first award,
To remind one not to be tardy.
Then a hand-bailer, the second award,
To sailors who were wet but hardy.
The largest of all was the third award,
"An anchor"... then my name called aloud;
"Sure your old one's worn out
From dragging about"
Said Scott to the mirth of the crowd.

There is something about an anchor, Solid, reliant and stout;
A silver, brand new anchor
And one that will never give out.
There is something about an anchor, Its cost you don't really mind,
But be certain to race
With it stowed in its place —
And not with it dragging behind!

Ray Hall Na-Zdorovia

#### UNFESTIVE OCCASION POSES UNNECESSARY NUCLEAR RISKS

Annually the City of San Francisco invites the United States Navy to attend its Fleet Week celebration. While the event may seem like an innocuous public relations showcase to highlight the Navy, it unfortunately brings nuclear weapons into San Francisco Bay along with sailors and ships. Greenpeace and the Peace Navy believe this transporting of nuclear weapons into the home of six million residents — under the guise of a festive occasion — poses an unacceptable risk.

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#### SATURDAY, SEPTEMBER 23rd - 1 TO 4 P.M. MICHAEL GREENWALD

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to carry nuclear warheads, including two ships certified to transport nuclear weapons. These weapons include nuclear bombs carried by planes aboard the aircraft carrier USS Independence, antisubmarine rockets and Terrier anti-aircraft missiles.

The U.S. Navy carries over 9,000 nuclear warheads on its surface ships and submarines worldwide. Most of these are not subject to any form of arms control, lack critical safety features to prevent accidental or unauthorized launching, and are taken into areas of extreme tension such as the Persian Gulf. Unfortunately, these weapons are also taken into areas of extremely low tension —

port cities all over the world, such as San Francisco.

Because the U.S. Navy has a policy of neither confirming nor denying the presence of nuclear weapons aboard their vessels, citizens in port cities are unknowingly threatened by potential nuclear accidents. The world's navies have experienced one accident per week since World War II. The most common form of naval accidents are collisions and fires. An accident of this nature would have dire consequences if it involved nuclear weapons aboard a vessel in the heart of San Francisco Bay.

Any accident involving an explosion of a nuclear weapon or release of plutonium or radiation would likely result in a fire that would scatter plutonium in a radioactive cloud 28 miles long and 2½ miles wide. Plutonium, the most toxic and carcinogenic substance known, could cause serious genetic damage in future generations. One millionth of a gram will cause cancer in humans.

This is especially disconcerting since 41 percent of West Coast naval accidents occurred in ports such as San Francisco. This fact was made available through a recent study of 1276 Naval accidents from 1945-1988 compiled jointly by Greenpeace and the Institute for Policy Studies.

Because even routine naval operations are dangerous, and because the U.S. Navy refuses to confirm or deny the presence of nuclear weapons aboard their ships in port, Bay Area residents are facing an unnecessary risk which could end in tragedy.

Greenpeace and the Peace Navy invite boaters to join us on the water Saturday, October 7 in a legal, non-violent protest of these weapons in San Francisco Bay.

For further information, call Bob Heifitz at the Peace Navy, 398-

1201 or Karen Topakian at Greenpeace, 474-6767.

Greenpeace Disarmament Campaign Coordinator

#### **U**↑ IT BECOMES PAINFULLY CLEAR

In reply to the letter regarding trailerable sailboats in your June 1989 issue, I'm not sure if I am a "knowledgeable" reader, but I certainly have thought about the basic issues in selecting a trailersailer. For ten years I have looked for something with standing headroom, that is easy to tow, and didn't sail like a 'dog'. This didn't sound like too much to ask, but such a boat was not to be found at any boat show or in any magazine until two years ago when the F27 became available. Even now there is no other boat which fulfills my simple needs.

There are many advantages to a trailerable boat besides the obvious extended cruising range and upwind travel at about 55. Those of us with vacations limited to two to three weeks can still enjoy cruising outside the local area by trailering two days to the Canadian Gulf Islands or Mexico and still enjoy one or two weeks of sailing. When working on the boat, I get upset enough about having to climb down to the street to pick up dropped tools and parts, but it really is handy having the boat at home where all the tools are.

Trailer sailing is typically coastal or lake cruising (rarely ocean crossing), and some racing, and usually ranges from daysailing or weekends to a few weeks — although in a small boat the latter may be a real test of any relationship. Two couples or one couple and kids should be the maximum number of people for anything more than daysailing.



#### Time to go to Mexico, and I wish I was going too!

If we can help you with any advice, recuts or new sails, please give us a call.

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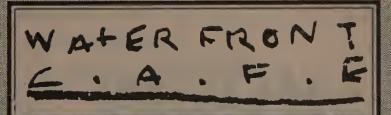
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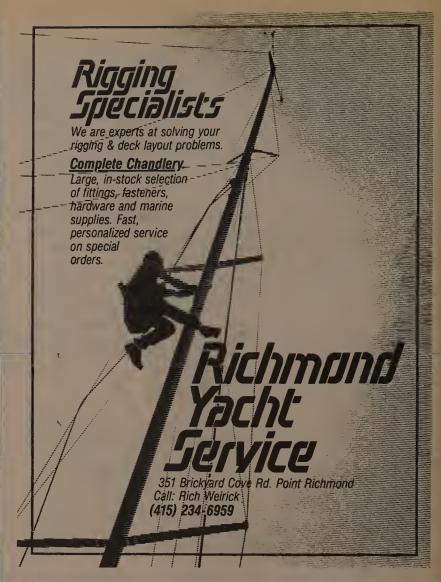
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\* Partial Inventory

I think there are five categories to be considered in the selection of a trailerable boat - besides of course, cost. Generally a compromise will be needed, depending on priorities such as lifestyle, frequency of travel and distance trailered, number and ages of the sailors, budget, sailing locations, enjoyment of sailing

1. Ease of trailering. The importance here depends on the distance to be travelled, and the power and suspension of the tow vehicle available. These factors should limit the maximum weight of the boat. More than 3000-3500-lbs put a significant strain on the towing vehicle to travel a great distance, and can make launch and retrieval difficult. Although sheer size is important, particularly when the beam is more than 8'6", beamy boats are generally not considered truly trailerable.

2. Ease of launching/retrieval. The main factor here is clearly the draft, although again, if you plan to stay with first class launch ramps this may not be critical. A good trailer may help make up some deficits here. If the boat has a deeper draft, consider a tongue extension and trailer guides (so you know where the end of the

trailer is when it's in the water).

An easy method to raise and lower the mast is important also, but most trailerables now have this. Ideally one person should be able to set up the boat for launch. A fast, simple system for launch and retrieval should not deter frequent sailing for a drysailed boat, and the savings in marina fees may even pay for the boat. Maintenance costs are also much less.

The next three categories are important in all boats, but are particularly important in trailerables because of their size and

weight constraints.

- 3. Safety and construction. Like all of the others, this factor is also prone to compromise, depending largely on where you intend to sail. Many of the popular trailerables are fine for lakes, the Delta and maybe even the San Juans, but are not built to challenge San Francisco Bay's wind and chop, let alone the ocean. However, a compromise here leads to nervous sailing since you will never have confidence in your boat. Unfortunately, the quality of construction (and sailing ability) is closely related to cost. Of course, stability and flotation are critical.
- 4. Sailing performance. Unfortunately, this is the easiest to compromise. Many newcomers enter the sailing world through trailerable designs without having a good grasp of how to measure performance. Good performance should be the most fun part of sailing, even for the strictly cruising types. If you compromise here, make sure you get a good engine and large fuel tank.

5. Comfort and convenience. Many potential boat buyers focus on these features. Considerations include headroom, storage, sleeping accommodations, galley and the head. Most are obvious or

self-explanatory, but a few features need clarification:

Standing headroom is a luxury which I found to be a necessity after my first two boats. It's real hard to spend much time below without being able to stand up to stretch or get dressed (racers excepted). Standing headroom in a boat the size of a trailerable will adversely affect the sailing performance because of the windage, but can be attained by a temporary arrangement such as a boom-

The number of bunks has very little correlation to how many people can sleep aboard, except under ideal circumstances such as a few children, for one or two nights. Bunks are always used for

Personal lifestyle is important here, depending on the length and locations of sailing trips planned, the number of people, and the degree of 'luxury' desired. For example, if you do not plan to stay onboard overnight, a much smaller, minimally outfitted boat will do; but, this is not the case if you plan week-long cruises for the whole family.

When I examine this list, it becomes painfully clear that for





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many sailors, these compromises are just not acceptable. There is now a boat with none of these compromises. It also has ocean crossing capability (for the gutsy), sailing performance for racing with the big boats, and is generally overbuilt with high-tech construction, and which catches attention wherever it goes. I have enjoyed my F27 folding catamaran Three Play for almost two years. It is not usually trailered, but is berthed in a regular slip in the Bay Area. I have seen several people taking pictures of her and would love to see some of them — especially when she's been going an easy 13 to 15 knots singlehanded.

> Robert D. Watson Sacramento

#### **↓**ÎTHE WEATHER, THE COAST GUARD, THE SAILMAKER — **SOMEBODY GIVE ME A BREAK!**

I have been boating all of my life, both power and sail, have fished the Oregon coast and have dog-holed the entire west coast. The story I have might be useful for fellow coastal sailors and could be titled: "Bewarel"

On July 12, we departed Monterey in the late afternoon heading south. We had a good weather report and I talked to a guy off Point Sur by SSB who said everything looked fine. There was a little bit of an unusual ground swell, however, so we headed a bit seaward to get away from the big troughs.

Then darkness fell and all hell broke loose! We didn't have the usual half hour or so to prepare; the wind was just there. My partner clawed his way forward to let the main and jib halyards go, while I worked on the mizzen and nearly became a floating object. The decks were awash and all that good stuff.

We finally got things secured and made our way belowdecks where we had a couple of serious drinks. We actually had some of our best laughs in years telling each other how stupid we looked. Since our sails were shredded, we had a long talk with Mr. Perkins, who saved our tails.

This is all just another sea story, and we've all heard lots of them. The meat of the letter comes now: We took turns standing watch on the companionway steps with the hatch cracked open just enough for a head to fit through. The decks were still awash and the seas going by looked like four-story apartment houses.

By dawn things calmed somewhat, but we got different presents: fog on fog. Then at 0945 we were boarded by the Coast Guard. They had a report from a sportboat that a "ghost ship" had almost run them down. Impossible! Our course was so straight and true! doubt that we could have done it again in fair weather.

We finally limped into Morro Bay where I called a sailmaker on the recommendation of a club member. That was on the 13th of July. As I write this it's the 7th of August and I still haven't gotten my working sails. I had to make San Diego on a 130 drifter and a storm trysail. Like a jerk I had paid the local sailmaker \$2962 in advancel Sometimes it's hard not to agree with Murphy's Law.

B. Klockars **Troubador** Alameda

B. — According to Reggie at Central Coast Sailmakers, you didn't understand that the sailcloth needed for your new sails was backordered and thus the delay. Reggie says you now have your sails, so we hope we can assume that everybody is happy.

Incidentally, what's this about having a couple of "serious" drinks after the weather turned snotty? We think we're pretty broadminded about having a beer or two while sailing, but having a couple of stiff drinks during a rough night at sea is not our idea of prudence.

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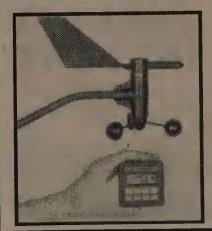


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discovered two faulty instruments.

But a call to Brian Dale at Signet in El Monte was all that was necessary. By the end of the day both instruments were working perfectly and continued to perform during the race.

John Siegel Octavia, San Cruz 50 Santa Cruz

#### **UNITHE COMMITTEE DID NOT STAND BY AND WATCH HER DESTRUCT**

As General Chairman of the Honolulu Committee of the TransPacific Yacht Club, I would like to thank you for your fine coverage of the TransPac Race.

Elsewhere in the August issue — in a piece regarding an incident at the Morro Bay YC dock — you said, "We always like to hear if there's another side to a story . . ." Well, allow me to present the 'other side of the story' regarding the loss of Medicine Man and the race committee attempts or lack of attempts to prevent that loss.

There were several things left unsaid in your article about the incident. First of all, skippers of all entries were informed three separate times that they were required to monitor Channel 71 VHF all the way from Koko Head until they were berthed in the Ala Wai. This was part of the communications instructions, and I repeated the requirement at both the Skipper's Meeting and the Aloha Dinner. In a paragraph or two you'll see how this becomes important.

As Medicine Man approached the finish line, there were two Honolulu Committee boats in the vicinity of the finish line. One was a committee boat, another — because Medicine Man looked as though she would finish in the top four of her class — was an inspector's boat.

When the committee member stationed in the Diamond Head Light saw that Medicine Man looked as though she might be headed for trouble, there was a conversation between him and the committee boat at the finish line. Because of their position near the line and their poor perspective on the situation, the committee boat told the individual on station in the lighthouse to use his own judgement on whether or not to warn Medicine Man. The person on station in the lighthouse made the decision to warn Medicine Man. He did so, as appropriate, by calling them on Channel 71. Why they didn't hear the warning is something I don't know. Were they monitoring Channel 71, as required, in such a way so they could hear transmissions?

Two other observations. One, if the crew had experience — which they did — why wouldn't they have spotted the Diamond Head Buoy and tacked earlier? Second, had they not hit the reef, they would have passed the buoy on the wrong side and would not have finished.

Finally, it is the Honolulu Committee's understanding that in case of emergency or pending disaster — such as warning a boat that they are about to run on a reef — is not considered outside assistance, although the incident would later be reviewed by the TransPac Yacht Club.

We were all saddened by the loss of Medicine Man, but I assure you that the Honolulu Committee did not stand by watching her destruct. That's the other side of the story.

Bob Rhein, General Chairman Honolulu Committee, TransPac Yacht Club

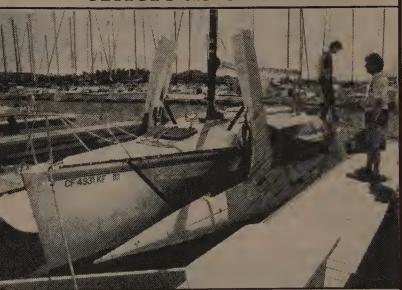
Bob — Thank you for those clarifications. We were unaware an attempt had been made to warn Medicine Man, and we were unaware that it was possible within the rules.

#### **U**↑SURE SHEER IS SPELLED SHEAR?

That sure was a great article on outboards in the July issue. I am



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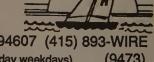
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among the guilty who have (formerly) been running my outboard out of gas when I've finished using it.

But just for the record, there ain't no such animal as a sheer pin the sheer being that pretty (or otherwise) curve of the deck as seen in profile from bow to stern. Shear, on the other hand, is the tendency of a load to fracture a member by sliding one section against another.

Outboard motor shear pins fail in shear, as do clevis pins on

turnbuckles, anchor shackle pins, etc.

W.B. Hickman Rockland, Mass.

#### **UNSPONSORSHIP SOUGHT FOR MONSTER REGATTA**

First of all, let me thank you for producing a first rate publication. I feel it serves an excellent purpose in giving the sailing public accuracy with a great sense of humor. I have been an admirer of your work for many years and I feel the material in Latitude 38 is sorely needed.



The Vallejo Race, a great event in need of sponsorhip.

Secondly, on August 28-30 the Vallejo YC was proud to sponsor the Hawkfarm National Championships in the North Bay. The sailing was superb. Most of the racing was done without foul weather gear, and there was plenty of current to make the courses tactically demanding.

The volunteers helped make the logistics work and there was plenty of enthusiasm from racers and workers alike. On behalf of the Vallejo YC, I would like to publicly thank the Hawkfarm Association for choosing our club as its championship site and to thank all the volunteers that did such an outstanding job. Our club would like to do more championship regattas, so if any class might be interested, they can contact Bill Sweitzer or John McKay at (707) 648-9409.

Finally, I would like to say a few words about sponsorship. Every year we sponsor "the Vallejo Race", which is the largest two-day regatta in the United States. It draws as many as 600 boats and between 3,000 and 4,000 racers. In May of this year we tried to obtain sponsorship from Carlsberg Beer to follow up on their help last year. We felt we got very close to an agreement, but although negotiations continued right through race day, they were ultimately unsuccessful.

The race is very near and dear to our hearts here in Vallejo, but it is getting very expensive to run. In 1990 our Rear Commodore, Dennis Scherzinger, will take on the responsibility of obtaining



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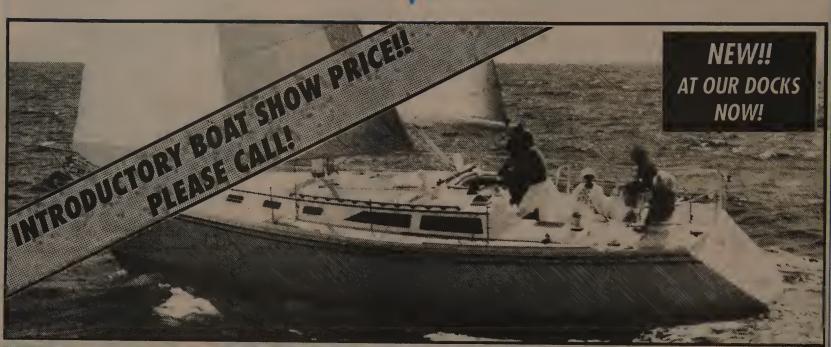
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sponsorship for the race. If any of your readers or advertisers would be interested or know anybody who would be interested in a part or a proprietary sponsorship of this monster regatta, they should contact Dennis at (707) 648-9409 or (707) 643-1254.

Don't misunderstand me, the club still can and will support the race on its own. We have been doing it since 1900 and will continue to do so. In the absence of sponsorship, however, the costs will have to be passed on to the racers in the form of higher prices for beer and t-shirts.

Nonetheless, we will never, ever give less than our best shot at the race. We want it to be the finest in the country.

Once again, thanks for the excellent attitude toward our sport and hopefully your continued coverage of "racing for the masses".

Patrick Lane Commodore, Vallejo Yacht Club

Patrick — We've participated in many regattas in our lives, but none any more enjoyable than the Vallejo Race. And we're sure we speak for thousands of other San Francisco Bay racers.

#### **U**↑ WHEN THE EAGLE HAD LANDED

In your coverage of the 1989 TransPac, you mentioned the Cal 33 Eagle, which after finishing the 1973 race, ended up on a reef in front of the Hilton Hawaiian Village.

I was living in Honolulu at the time and recall the story behind this incident. I believe the Eagle was out of Seattle, and her skipper had never been to Honolulu and thus was not familiar with the entrance to the Ala Wai Yacht Harbor. Back then the TransPacific YC required that a 'pilot' come aboard night finishers to guide them safely into the Ala Wai.



The scene of the crime, just on the other side of "Ragtime".

Assuming the 'pilot' was familiar with the local waters and wanting to prepare Eagle for arrival festivities, the skipper turned the helm over to the 'pilot' while he and the crew went about housekeeping. Next thing they knew, Eagle was up on the reef. All hands arrived in front of the Hilton rather than the Ilikai.

Incredible as it may seem, the 'pilot' had become disoriented and mistook the channel markers used by the Hilton's shallow draft catamaran for the entrance to the Ala Wai. Eagle's dismayed skipper later publicly indicated that although he was not familiar with the local waters, he was certain he could have studied the chart for five minutes and then safely entered the harbor.

The Eagle, minus her keel, was later towed off the reef and sold

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by the insurance company. I never heard any explanation from the 'pilot' or the TransPacific YC.

> John Foy Tequila, Cal 3-30 Alameda

John — That was probably the incident that prompted the TransPac YC to do away with pilots and replace them with pilot

While a person with local knowledge should have known better, boats arriving from the mainland have had their difficulties finding their way around Hawaii. We remember one cruising skipper who mistook the street signals of Hawaii Kai for the entrance to the Ala Wai; he destroyed his boat on that reef. Then there was the Singlehanded TransPac entry who couldn't seem to find the finish line at Hanalel Bay. No wonder, he was at the wrong island. Stuff happens out there, no doubt about it.

#### **UIMIGHT EVEN GET TO GO A YEAR EARLY**

I am a novice sailor who is equipping a 34-foot Schock to slowly head south. Originally I planned to leave next year, but may be able to depart this winter instead! Now that my dream to (semi) retire is staring me in the face, I realize that I need a lot more solid information before heading out the Gate.

I enjoy reading Latitude and greatly appreciate the numerous opinions and tips you and your readers offer. Perhaps you can tell me where to find serious — and fun — information on the east and west coasts of Mexico, the Panama Canal passage, South America (especially Brazil), and hopefully the Caribbean, too.

I know this sounds like I am crazier than most would-be sailors, but circumstances dictate a little insanity over and above the usual. Any info about winds, waters, times to be in certain spots, times and places to avoid, would all be greatly appreciated. And new charts would probably be a good idea, too.

John Prisco Daly City

John — You're in luck. Elsewhere in this issue you'll find an article called 'Just About Everything You Need to Know About Heading South". We hope it answers a lot of your questions.

Meanwhile, the best advice we can possibly give you for enjoying your upcoming cruise is for you to do as much sailing as possible between the Colden Gate and the Lightbucket. Until you have confidence in yourself and your boat's ability to handle moderately strong weather, little else is important. Those who are comfortable with their skills and boats have wonderful times cruising; those who are unsure of themselves are so anxious that they can't relax and enjoy themselves.

#### **UNATTENTION LEAH GIBSON**

This letter may be of interest to Leah Gibson, whose daughter

may be suffering as a result of having eaten toxic fish.

We were fortunate to attend a seminar on "Marine Medicine" last week that was sponsored by the U.C. San Diego School of Medicine. One excellent presentation on toxic fish dealt largely with ciguatera, for which the favored treatment, as you indicated, is intravenous mannitol solution.

The talk was given by Dr. Nancy Withers, presently with the University of Hawaii. You might contact her or the Conference Director, Dr. Fred Frye, here in San Diego. Their addresses are Nancy Withers, M.D., Ph.D., University of Hawaii, 1356 Lusitana Street, Honolulu, HI 96813; and, Fred A. Frye, M.D., 2330 First Ave, San Diego, CA 92101.

John & Suzanne Pew San Diego

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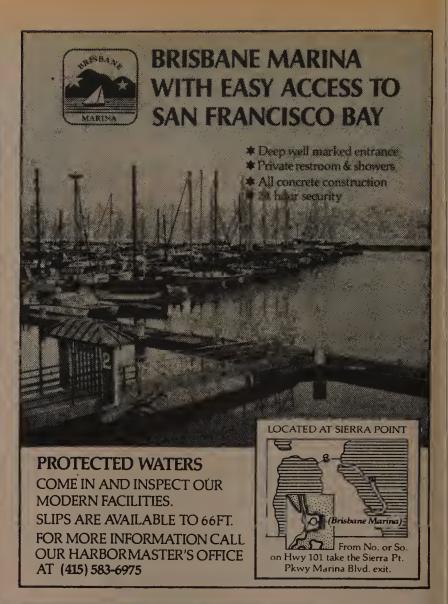
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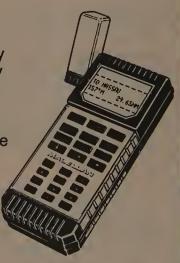


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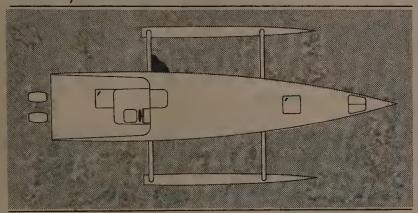
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#### **U**IT WANT MORE . . . I WANT THE WORLD

Thanks for running a photo of my former race boat, Wind Warrior, in the last issue. Having sold the boat in Hawaii, I looked around for new challenges. I would have liked to build a new, faster catamaran, but there just isn't anybody else around to go out and play with, so that wouldn't have been any fun.

Having been first to finish to Ensenada, the Farallones and Hawaii, I wanted more: to go faster, go further, and go more

radical. My new boat does it all.



Shidler's new yacht — shouldn't it have been named "Diesel Warrior"?

Although designed by Gino Morrelli, who did Wind Warrior, the Pro-Sail multihulls and Stars & Stripes, and built by R.D. Boatworks, who also did updates on Wind Warrior and built Stars & Stripes, my new boat is a 40-ft diesel outboard powered trimaran. To be launched on August 28, I will use her in several record attempts.

To be christened Yanmar Endeavor, partly after James Cook's famous ship, we will depart the St. Francis YC in San Francisco on September 29 for Hawaii in a bid to become the first outboard

powered vessel to cross the Pacific without refueling.

The outboards are 27-hp diesels that give twice the range of comparable gasoline outboards. The 320 gallons of diesel should be enough for 3500 miles cruising at 11 knots. The boat should be capable of a top speed of 18 knots using both engines. The 2,250-mile crossing should take one week.

After arriving in Hawaii, we plan on continuing around the world, probably via both the Cape of Good Hope and Cape Horn in an attempt to become the first outboard-powered vessel to circle

the globe.

Steve Shidler Balboa Island

Steve — We know Yanmar is supplying the outboards. Who is supplying all the earplugs you're going to need on a six-month circumnavigation?

#### **↓**↑↑DON'T WANT A THREESOME

My wife and I will be cruising our Catalina 34 in Mexico this coming season, but have thus far been unable to find an insurance carrier willing to provide coverage — unless we have a crew of at least three. Our boat is paid off, so we are free to cruise without insurance, but would rather not. We've tried TransPac, Boat/US, Capitol Workshop, and Jim McGinnis — all of whom had the same 3-crew restriction.

Can you or your readers offer some suggestions?

Gary Wood Gigolo, Catalina 34 Saratoga (408) 970-1159 (w)

Gary — The three-crew minimum requirement seems to have caught on like wildfire — much to the dismay of couples such as



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yourselves, who prefer not having to share their boat with strangers. We haven't checked the market thoroughly, so we'll put it to our readers: Any solutions?

The insurance for our charter boat Big O has the same three-crew restriction. We wouldn't do any long passages with just two crew, but the truth of the matter is we do all kinds of inter-island stuff with just two. Yes, it's a risk, but why own a boat if you can't enjoy it?

just two. Yes, it's a risk, but why own a boat if you can't enjoy it?

What would happen if you took such a policy but your boat was destroyed for reasons having nothing to do with having two crew instead of the required three? Would your insurance be invalidated?

We don't know.

#### **UN MORE PEOPLE SHOULD KNOW ABOUT IT**

I'm enclosing a copy of a letter I sent to Grand Harbor in Alameda, one of your advertisers, about a terrific evening I spent there. You may remember that they offered a free night's berthing in their August ad in Latitude 38. I'm writing because I think more sailors should take advantage of it.

Grand Harbor:

After calling to reserve a free berth for Friday evening, we left Tiburon aboard our Rafiki 37, Chae Mi, at 5:30 p.m. A typically fogbound summer afternoon, the usual 25 to 30-knot winds moved us

right along and we arrived at Grand Harbor at dusk.

I assumed that the proximity of Estuary traffic would make our berth a lively one, but was proven 100% wrong. We spent an extremely quiet and delightful evening. I think you should advertise the fact that your marina doesn't suffer from the wakes that others are exposed to.

Having had my "free-just-to-see" stay, I would be happy to pay for an evening tie-up in the future. I would also like to know when the proposed restaurant will be open and if "dinner-and-an-overnight"

will be a possibility.

Thanks for the Pleasant Evening

Latitude readers should also know that Grand Harbor has a great gas dock whose employees render plenty of assistance.

Joseph S. Colletto Chae Mi, Rafiki 37 Tiburon

#### **UÎKEEPING YOUR BUTT DRY AND FIGHTING FUNGUS**

Boy, does 'boat butt' cause anguish during the longer ocean

passagesl

Its chief hallmark is a sore fanny — sort of a rash on the area between the buttocks, and sometimes overgrown zit-like sores on the less protected areas of the butt.

The cause? It's a combination of moisture, salt, sitting on hard

decks and the reduced opportunity to take showers.

The cure is surprisingly simple. Baby Wipes, a ubiquitous product known to all parents of swaddlers, is a start. The Wipes come in durable, easy-to-use containers, and clean the nether regions extremely well. The alcohol — or other antiseptic fluid — in the Wipes kills the fungus that does all the irritating and rapidly evaporates the excess moisture from the fanny.

Caldecene powder is a good choice for those seeking preventive

medicine. It also keeps butts dry and fights fungus.

You can help prevent boat butt by periodically changing your damp shorts or pants for dry ones. The only way you're going to keep your change of pants dry is by storing them in plastic bags before putting them in your sea bag. Naturally, you'll want to include several changes of underwear, too.

My last tip is to sit on a cushion when you're sitting on deck. The USCG Type IV cushions are relatively inexpensive, give extra fanny padding, provide insolation from cold, wet decks, and are extremely

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handy in case somebody goes overboard.

John Dukat Alameda

#### **UNA SNUG SPOT IN OUR HEARTS**

You are right, as are all those who came before us and expressed the same sentiment: Sailing beneath the Golden Gate for the first time is an exciting way to punctuate the end of any challenging sail. We slid in with a 20-knot breeze from aft, a flood tide, sunny skies and little tanker traffic — about as perfect as you can get! It also made for terrific photographs of elated sailors, champagne bottles and the bridge. Having successfully come all the way up the coast from Southern California, we wanted to shake hands with every sailor on every boat and wave to every car on the bridge. We radiated such joy we were probably responsible for unexplained smiles as much as a half mile away.

Upon entering the Bay, our plan was to sail along the Cityfront and then anchor at Aquatic Park — just as Latitude recommended. Everything went fine until we hit a calm area under the Bay Bridge that taxed our patience and diminished our euphoria. Soon however, we convinced ourselves, we'd be anchored back at Aquatic Park and celebrating once again. But on the way back to Aquatic Park we encountered increasing winds up to 30 knots, a stronger flood, and had an overcanvassed boat. With icy spray flying over the bow and us making little headway on each tack, it was not what we were looking for. We wanted to be done with the anchor set, sitting in the sun savoring the champagne and congratulating ourselves for the trip up the coast.



Clipper Cove.

So we anxiously tore through the same Latitude article looking for a more appropriate destination. Clipper Cove looked to be it. So after a chilly half hour of beating, we turned tail and scooted downwind behind Treasure Island to Clipper Cove. What a great placel There, in a calm anchorage with Navy frigates on one side and the Bay Bridge on the other, and with Berkeley in the distance, we finally did get to enjoy our champagne, hug each other and revel in our small accomplishment.

Thus Clipper Cove will always have a snug little spot in our

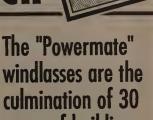
Now, on to the Deltal

Carl & Lori

Carl & Lori — The thing you have to understand about San Francisco Bay is that on a typical sunny summer afternoon, all the sailing weather conditions in the world are to be found within just a few miles. Our guide to 'The World of Sailing Within the Bay' is nearing completion and will be published soon.

#### Hmmm ... What Should I Bring to Mexico?

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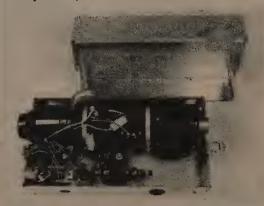


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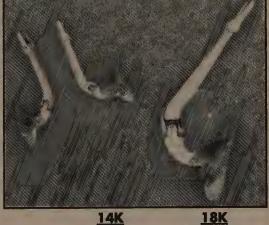
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### **LETTERS**

### *Uffrecommended Without Reservation*

In 1986 we purchased a Fair Weather Marine 39 because of the design's performance, quality and beauty. Understandably, we were concerned about osmotic blisters, which have disfigured or damaged many fiberglass boats. The owners of Fair Weather Marine, Walt Juzefcyk and Mike Paris, assured us we would have no problem with blisters because none of their other boats had developed them and because they only used isophthalic resin.

We live on our boat and have her bottom cleaned regularly. After 2½ years, our diver said it was time to repaint the bottom. When we hauled, we discovered several hundred tiny blisters in the boot stripe on the port side. When Juzefcyk heard of this condition, he told us to bring the boat to his boatyard and he would repair it. He said he had not seen blisters in the gelcoat boot stripe at the waterline before, and that his research indicated that they may have been caused by an electric cord hanging in the water.

Nonetheless, he had our entire hull stripped, epoxied with Z-Spar Barrier coat P646, and painted with Z-Spar B91. To insure a perfect job, Mike Paris did the work himself. All of this was done at no charge to us.

We believe we could not have done business with a more reputable firm and recommend the boat and the folks at Fair Weather Marine without reservation.

Bob & Rose Selfridge San Diego

### **UNI MAY HAVE TO SINGLEHAND THE WHOLE WAY**

I'm writing in response to the discouraged female sailor who wrote a letter in the August issue asking whether romance and sailing mixed. I have asked myself the same question many times over the years.

Five years ago I started my cruising quest. I moved from Long Island, New York to Redwood City in order to buy a boat, live aboard, pay the boat off, and go cruising. (It's too cold to live aboard on the East Coast). My friends thought I was crazy. Then I discovered Latitude 38 and knew I wasn't crazy. Thanks, Latitude.

Having moved out here with my Ranger 23, four years ago I traded up to a Cavalier 39. Three years ago I started my own business and am now trying to sell it so I can pay off the boat and other debts. A year from now I hope to have enough in my cruising kitty to take off.

Both living aboard and pursuing my cruising plans have opened my eyes to some sobering observations about romance and sailing. Ninety percent of the liveaboards I know are couples who bought their boat together and moved aboard as a couple. I can count on my hands the number of women I know who chose to move aboard after meeting the man and the boat. A few of these relationships didn't last long at all.

Sure I meet plenty of ladies who would like to go sailing. But most think I'm crazy for living on a boat. They liken it to living in a closet space. Very few of them seriously entertain ideas of living aboard. Even fewer can visualize themselves working toward an extended cruise. The most prevalent comment I hear is "for the money you spend on the boat and everything else, you could buy a condo". Yeah, right! But it's me and my boat.

Sure a sailboat sounds romantic and sometimes erotic, but the real question for women is what do you want out of a sailing romance? To just date a guy with a boat or to pursue the adventure of a lifetime? If it's the former, there's plenty of opportunity; if it's the latter, don't hold your breath.

I don't want to sound discouraged. I love living aboard and working with my boat. Perhaps I've been working too hard to find that right person. Hell, I'm only 30 and have a lot of time left. All I can do is what I have to do. While I'm putting together the cruising kitty, I intend to get more into the San Francisco sailing scene and find crew.

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Cruisers Party & Swap Meet

Newport Beach, California
Sunday, October 15th

As a special thank you for making Minney's the #1 yacht surplus & cruising center in the west, we have set aside October 15th for a Marine Swap Meet & Bon Voyage Party for all you sailors lucky enough to be "outward bound".

Swap meet starts at 0700 in the parking lot of Josh Slocum's Restaurant, on the Bay, in the heart of Newport. Shore boat service from the guest anchorage available or come by dinghy to our dock.

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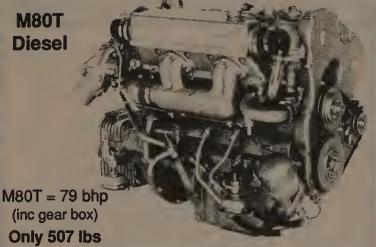


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### **LETTERS**

Do sailing and romance mix? I sure as hell hope so. But then again I may be crazy. I hope that female readers don't take your advice about going sailing with unattached men. Otherwise I may have to singlehand the rest of the way.

P.S. If my plan sounds interesting, I'm a single white male and

can be reached at Box 2331, Redwood City, CA 94064.

Sacrificing Sailor Redwood City

S.S. — You may be looking for love in all the wrong places.

The results of a completely unscientific Latitude poll indicate that the majority of urban American women are not particularly partial to adventure — let alone minor discomfort. This might help explain why there seems to be a disproportionate number of rural American and foreign women on U.S. cruising boats. Maybe you need to move to Alturas or sail to Brazil to raise your sailing romance quotient.

#### **UNKEEPING THE WOMEN DANGLING IN CASE I GET HORNY**

I would like to give my very own special opinion on this here important contemporary question: "Sex and boathandling; do they mix and how well?"

Yes, yes, of course they mix! Why would anybody bother sailing with the opposite sex, who are basically a great nuisance unless they eventually expect to enjoy a little creative co-mingling. What matter if yacht clubs end up slightly resembling meat markets? C'est la vie!

By the way, I always keep at least three or four women dangling as potential crewmembers, just in case I happen to get horny when I want to sail and all the other dears are busy with different boyfriends or miscellaneous landlubber projects. None of my friends resent sea-going promiscuity, because none of us would ever give anyone some of those nasty diseases. So what's the worry?

Also, I find that it is much more stimulating to date a few women at once or in quick succession, because that way we don't tire nearly as much of each other's tedious personality shortcomings.

And ultimately one has to admit, having old worn-out boat equipment laying around can be extremely useful. Just the other day I cut up an old half-ounce mylar drifter and produced a whole pile of homemade prophylactics for when those moonlit nights inevitably lead to onboard naval maneuvers or ballistic testing.

Dr. Lucius Liburnicus Santa Cruz

Dear Dr. — Don't be so tough on yourself! What woman would ever think your personality had any shortcomings?

#### **UNTHINGS LATITUDE NEVER TOLD ME**

Like many, many others, I read Latitude 38 religiously. Toward the end of the month a certain excitement is manifested as I anticipate the new issue. Like encounters with old friends, I had come to rely on Latitude to satisfy a certain percentage of my life's Dream Quotient. "Just imagine!", I would say to myself, "to actually live on a boat! What a dream! What a goal!" Latitude said it was cheap and they said it was a buyer's market! They said, "Now is the time to buy!"

And then one day . . . it happened. Through a strange twist of fate my dream rather abruptly became manifest and I found myself the owner of a Westsail 32. Suddenly! was one of those people I had been reading about for the past six years! Suddenly I became privy to all that stands behind the set and supports the dream.

I suddenly became a participant in that rather strange obsession euphemistically referred to as 'the Boating Life'. And along with this lifestyle came the realization that there were certain things that Latitude never told me.

Having never even owned a day sailer before, in my case the





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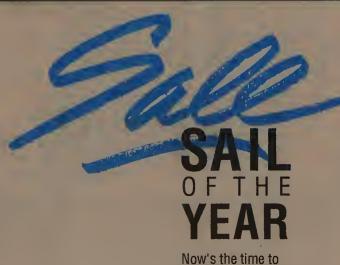
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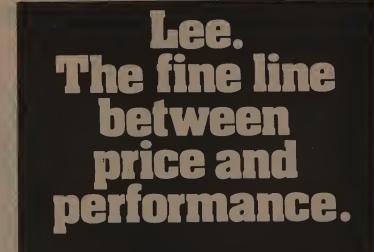
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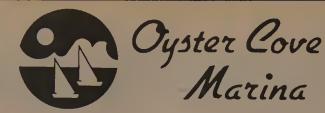
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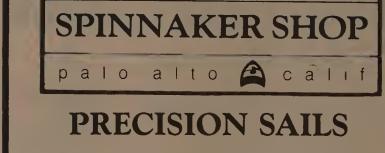
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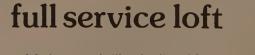
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### **LETTERS**

learning curve could be best described as being steep! In the early days I often felt like a de facto rock climber stranded and isolated on a sheer wall in the midst of a thunderstorm. Every early sail became a 'mistake' that should never happen again. Each day was a neural burn and West Marine and Landfall became the rocks I crawled to, cold and beaten, after each misreefed adventure.

Latitude never told me that in order to own a sailboat on San Francisco Bay one had to be not only an expert sailor, but a master carpenter, certified plumber and union electrician. They never told me that for every sail there would be a day of heavy labor at the dock fixing all the things that had been added to the 'fix it list' during the sail.

How was I to know that a genoa with 1/4" hanks won't fit on a 9/32" forestay! "What do you mean?" I would yell at my (also inexperienced) crew, "Of course it will fit! It came with the boat, didn't it?"

"You mean a 10-hp Saab diesel is not powerful enough to push a 20,000 pound Westsail through a 4-knot flood against 30-knot winds? But it came with the boat, didn't it?"

And who knew that those tankers move so awfully fast? In light winds it truly is dangerous to let one get between you and your wind source. And I don't care what anyone says, Alcatraz is not an island: it moves! I swear it actually tried to run me down. On more than one occasion! have been happily sailing from Sausalito toward Gas House Cove and, yep, here comes the good ship Alcatraz boldly trying to cross in front of me — and with me on starboard tack!

And nobody told me that when a buyer gets a survey he should not be too pleased at the many defects found by his surveyor; sure they might help secure a lower initial purchase price, but these little problems still have to be addressed in order to secure insurance.

And why it is that the boat owner and the buyer never really get to sit face to face and 'objectively' discuss the boat? Her good points, her bad points, and the strange behavior of some of her systems?

Why is it that some things which should be aboard are always missing, and other rather nautical-looking items are often found which don't offer a clue as to their intended use?

Why is it that the system's manuals and wiring/plumbing diagrams are seldom present? Without them the boat essentially turns into a grab bag of arcane rituals passed on by word of mouth from seller to broker to (sometimes!) buyer. Usually the buyer simply takes delivery with hopes of figuring it all out . . . somehow, someday.

Each boat — especially bluewater cruisers — should come complete with a 'boat book' that includes not only all manuals and diagrams of wiring, plumbing and stowage, but also all the repairs, improvements, idiosyncratic discoveries and observations of the boat's behavior — as jotted down by previous owners. I mean these things, these 'dream of freedom machines' are not mere toys! These are vessels in which one entrusts his/her life and those of his family and friends. A previous owner's knowledge can be crucial and can save the new owner countless hours of frustration. They might even save his life.

A sailboat, especially a bluewater liveaboard is not, as I am discovering, an aquatic RV. It is much closer in design and intention to the Space Shuttle. Latitude didn't tell me . . .

Jann Burner Sausalito

Jann — It seems to us all these things come under the heading of being responsible for yourself — something we've preached for as long as we've published this magazine. Certainly there's effort and learning required in the beginning, but a Westsail is a fairly simple boat. In the long run you'll be a much less helpless human being for having mastered it.

# HUNTER

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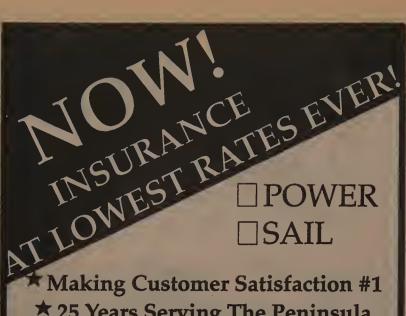
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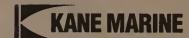


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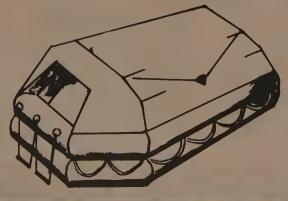
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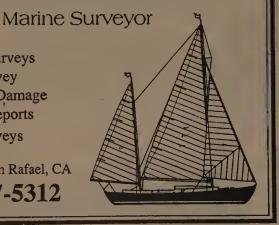
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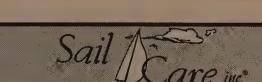
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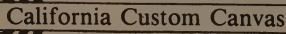
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### LOOSE LIPS

The name is Ron.

Typos are the cockroaches of the publishing business. No matter how efficiently you think you eliminate them, there's always a thousand more crawling in the fruit jar by morning. But the mistake in last month's Sightings story wasn't a glitch of the fingers, a computer booboo or a trim problem, it was an out and out mistake. In the story "not his day," about the sailor who lost his boat on the way back from Hawaii, for reasons unknown we referred to Ron Steiskal as "George" the whole way through. Apparently, we'd been disk-driving under the influence of the title. Anyway, we just wanted to set the record straight about Ron, and apologize to him for the mistake. And we'll try even harder to correct such mistakes in the future, by george.

Reviewer's corner...

We don't normally do reviews, but every now and then we run across a book, video, movie or whatever that really deserves a compliment. We've seen two in the past couple months. The first is Basic Yacht Maintenance and Safety from Anchors to Zincs, a video tape put together by Stuart and Emily Riddell. (Stuart has been a yacht broker, surveyor, charter skipper, delivery skipper and just about everything else in a life spent around boats. Emily produces commercials, so the "marriage" of their talents into a video was a natural.) Actually, it's two tapes, one directed at wooden boat owners, the other at fiberglass. We recently watched the latter, and have to say we were impressed. Though the first 15 minutes on docklines, washdowns and so on was a little too basic for our attention span, the rest - which includes tips and techniques for varnishing, painting, teak care, basic engine maintenance and so on — was both enlightening and entertaining. Though aimed heavily at the novice boat owner, even leathernecked old salts like ourselves learned a thing or three. We didn't know, for example, that teak decks should be scrubbed across the grain to avoid opening up seams. And seeing it happen sure beat the droning prose of the typical fix-it book. All in all a fine effort from some folks who know their stuff. The tapes are available for \$49.95 each from Anchors Aweigh Videos, 1001 Bridgeway, Ste. 462, Sausalito, CA 94965. For more information, call 331-8989.

The second mention, a children's book, came to our daughter as a present. However, we were so entranced by *The Wreck of the Zephyr* that we put it out of her reach until the little mangler is old enough to appreciate it. Though not particularly up to speed on children's literature — this book was first published in 1983 — we were nevertheless amazed and delighted by both the sailing-oriented story and illustrations in the book. Chris Van Allsburg is the author and artist. If they'd have had quality stuff like this when we were little, we might have been inspired to publish real literature. Then again, Dick and Jane didn't set you back \$15.95 as this one will. Check it out at your local nautical or children's bookstore.

Can you imagine the dinner conversations at this house?

Only by virtue of the fact that Ted Turner still sails occasionally can we justify including this bit of gossip column tripe in such a staid and dignified publication as this: the rumor is that he and the recently singled Jane Fonda are an item. We can't wait to read the whole "untold story" in the next Enquirer.

How a fifth might save your life.

Everyone knows (don't they?) that you can't drink salt water straight if you want to survive very long. But during his famous Kon Tiki voyage in the late '40s, Thor Heyerdahl discovered that adding 1 part salt water for every 5 parts fresh (1 gallon salt to every 5 gallons fresh, 2 gallons to every 10 fresh, etc.) not only won't hurt you, it will supply your body with both the water and the salt it needs. Should you ever find yourself — perish the thought — marooned or adrift, even if you hated math as much as we did, that's a good formula to remember.



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Sure, some companies pulled back in areas other than the ones we've read about. In anticipation of this we've already made the right moves to keep our markets open to assure you that you'll get the same low rates and complete coverage as you've always had.

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### LOOSE LIPS

Not in the tradition of George Washington.

The answer was: "When I was 12 I broke the mast on my brother's boat swinging and diving from it. I told my parents I caught a shark and a wave came and with the weight of the shark the boat went over."

Conti, the Chronicle's "Question Man" got that response from Christiaan Maarse, a 32-year old Novato architect, who was asked, "When did you lie?"

Where can I find it?

If you're looking for a used, rare or out-of-print boating book or magazine, you might want to try a fellow in Grosse Pointe, Michigan by the name of Art Spindler. No relation, but with a name like that you know he's got to be running a good show.

Art has a satisfaction guaranteed policy on everything from 1931 copies of Yachting to Kemble's 1957 book titled San Francisco Bay:

Pictorial Maritime History (\$35).

Art's address is 468 Touraine, Grosse Pointe, Michigan 48236. Or, you can call him evenings at (313) 885-7839.

The wimp label is gone.

Say what you will about President George Bush's politics - at least he's the first President in a quarter century to demonstrate any interest in physical activity. The coolest thing he's done took place during a recent vacation at Kennebunkport, Maine. After taking his little powerboat to pass a Coast Guard inspection, Bush's grandkids dared him to jump overboard and swim in the chilly Atlantic for one minute. No spring chicken, Bush stripped down to his trousers, dove in, and swam around for the minute necessary to collect the \$11 bet. Nice going, George.

The wonder of it'all.

A list of the "seven underwater wonders of the world" was recently announced by a 14-man panel of marine scientists, conservationists and explorers. The list consists of Palau (an island group in Micronesia), the northern Red Sea, Australia's Great Barrier Reef, the waters of the Galapagos Islands (off Ecuador), Lake Baikal in Siberia, the Belize Barrier Reef, and the deep ocean vents in the middle of both the Atlantic and Pacific oceans. Whales received an hononary mention as one of the living wonders of the ocean.

But can he cook?

A friend of ours just returned from a pilgrimage to the high speed boardsailing mecca of Columbia Gorge in Oregon, where he spotted an interesting bumper sticker on a female boardhead's car. It said, "I would have married him, but he couldn't jibe."

We know this has been keeping you up nights...

Now you'll be able to sleep peacefully again. According to a recent study, the assumption that every slip in a marina needs two parking spaces (some people claim as high as five) is incorrect. By monitoring 429 marinas in 24 states over two of the busiest weekends of the year, the International Marina Institute found that even during the highest daily use - July 3, when 46 percent of the marina boats were in use - the average was only .71 cars per berth. On the least busy weekend, it was down to .21 cpb. Zzzzzzzzzzzz....

Boom, baby, boom.

A casual mention last month of the new arrival at Sausalito's Armchair Sailor bookstore prompted a flood of birth announcements from all over the state. Most recent launch, at a mere two weeks, is Robert Nelson, son of designer Bruce and Anne Gardner Nelson. Next in line, at three months, is Benjamin Hulse, son of sparmaker Dave

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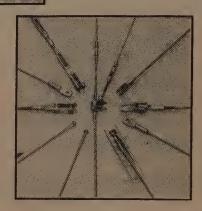
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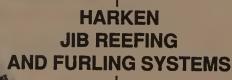


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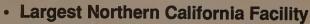
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### LOOSE LIPS

and Jill. Let's see, other recent young 'uns belong to Greg and Teresa Paxton, Robin and Vicki Sodaro, and Jim and Kathryn Leech. We'd keep going, but we have to go stop our own 2-year-old from trying to remove the dog's eye with a crayon.

Three in a row for Don Juan.

Some guys never grow up. Take Warren Stryker, owner of the Bounty II *Dulcinea*. Warren and his boat were featured in the inaugural issue of *Latitude 38* back in 1977.

Warren doesn't live here anymore and he's pushing 40. But he's

still sailing and still refusing to grow up.

About seven years ago he and his girlfriend, Barbara (Rosa) Vitek, sailed down the coasts of Mexico and Central America, through the Panama Canal and up to the Virgin Islands. Although the two no longer live together, they've both worked and played in St. Thomas ever since.

One of the things Stryker is best at playing with is his now 30-year old Sausalito-built sloop. On Memorial Day weekend he nipped a Rhodes 43 to top a large fleet in the popular St. Thomas to St. Croix and back 80-miler. Stryker also took top honors last year and the year before.

As it stands now, the still-single Stryker is making just one concession to age — he's thinking about moving ashore to a downstairs apartment of his newly finished house. Living ashore will allow him to have *Dulcinea* more ready than ever for racing and

cruising in the tropics.

Another type of "sail" boat.

The next time you think we're blowing a lot of hot air, go talk to the Sausalito Fire Department. Due in part to our — in all modesty — "superb coverage of last spring's pier fire in Morro Bay", they have themselves a nifty new fireboat. It's true. They used Latitude's coverage of the fire, in which several lives and boats were lost, to obtain funding for the 20-ft Yankee Airboat, which went through trials last month. Powered by an aircraft engine and propeller and steered



by rudders behind the engine, there's nothing under the shallow-draft hull to catch on submerged objects. And the powerful engine can keep the airboat going over logs, sand snow or just about any other flat surface. The SFD's new boat is equipped with a nozzle for getting in close when and where it's needed, never mind the depth. You're welcome, guys.

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### a little big boat series

This is being billed as a "transitional" year for the Saint Francis Perpetual Trophy Regatta, which we gather is a polite way of saying that not that many boats are coming. Last year — the Silver Anniversary of this annual summer highlight — the Big Boat Series was spectacular: the Holy Trinity of international IOR racing (maxi's, 50s and One Tons) all showed up, together in one place for probably the first and last time. Almost overlooked in the

1989 BI	g Boat S	Series Probable Lin	ie-Up*
Yacht ST. FRANCIS PERI	Design PETUAL (MAX)	Owner/Driver ULDB SLEDS)	Yacht Club
Blondie Chance Evolution Grand Illusion Mongoose Pyewacket Silver Bullet Taxi Dancer	SC 70 SC 70 SC 70 SC 70 SC 70 SC 70 N/M 68 SC 70 R/P 68	Pat Farrah / Mark Wilson Bob McNulty / John Kollus Bob Doughty / Bill Twist Ed McDowell / Billy Peterson Paul Simonsen / John Kostecki Roy Disney / Peter isler John Delaura / Kimo Worthington Mitch Rouse / Ed Lorence	Long Beach Los Angeles California King Harbor St. Francis Galifornia Walkiki California
CITY OF SAN FRAN Allure Deception Hana Ho Oaxaca Palm Tree Express Racy II	SC 50 SC 50 SC 50 SC 50 SC 50 SC 50 SC 50	CHUAL (SANTA CRUZ 50's) Chuck Jacobsen / Chris Corlett Dave Meginnity / Pete Heck Rolfe Croker / Jeff Madrigali Gene Ryley / Will Baylis Gordy Cole / same Lu Taylor / Russ Williams	St. Francis California San Francisco Santa Cruz Corinthian (WA) St. Francis
ATLANTIC PERPET			
Candenza Camouflage	N/M 45 Frers 45	Carl Eichenlaub / Scot Tempesta Al Schultz / Norman Dayant	San Diego Belmont Shore
High Risk Persephone	Smith 43 R/P 42	Jim Mizell / Scott Easom	St. Francis
Quintessence Shockwave	R/P 43 Frers 43	Jack Woodhull / same Don Hughes / Dave Uliman Richard Cavalil / same	California Santa Barbara Santa Monica
KEEFE-KILBORNE	IOR 30-31.9)		
Aquila Corsair Coyote Irrational Jazz Pandragon	Davidson 40 Peterson 43 Beneteau 40 Peterson 41 Beneteau 40 Davidson 40	Ben Dembart / unknown Craig Brown / same Pat Ciganer / same Dan Donovan / same Rod Parks / Malcom Parks John MacLaurin / Robbie Haines	Corinthian (WA) Sausalito Coyote Point Santa Cruz Richmond California
		* as of 8/25/89	

excitement were the other participants, a mish-mash of nine aging IOR juggernauts. Even then, dockside wags predicted that '89 was going to be the beginning of the end for the Big Boat Series as we know it. How would the yacht club fill out the thinning ranks — with IMS? Express 37s? J/35s? Swans?

The answer, it seems, is none of the above: St. Francis has elected to keep the Big Boat Series for "big" boats (at least for one more year), which de facto means the regatta will be the smallest in recent history. As of late August, the club had received exactly two paid entries (Silver Bullet, Grand Illusion), but it's not uncommon for boats to wait until the last minute, September 11, to pony up the \$400 entry fee. Nevertheless, according to an August 9th press release from the St. Francis YC, "over 45" yachts are expected. We'd like to know who figured that out: after consulting the (rock)stars, we're pretty sure the five race series, scheduled for September 17-24, will draw less than 30 boats this year, a far cry from its heyday in the late 70s and early 80s. Don't kill the messenger, but the Big Boat Series, like the old grey mare, ain't what she used to be.

Still, the Big Boat Series — a week-long sailing and social extravaganza — continues to have a strong appeal, enough so that ESPN is supposedly covering it (rumor has it they're waffling now) and Cadillac is sponsoring it in some unknown capacity. And, as the tired cliche goes, what the depleted fleet lacks in quantity, it makes up in quality. "IOR is dying from the bottom up," was how sailmaker Norman Davant put it. "The marginal players are falling by the wayside, but all the good sailors and good boats will still be there."

cont'd next sightings page

### fourth time's

Without persistence, a wise man once observed, expertise, talent and even genius were nothing. "Persistence," he wrote, "is omnipotent."

To which Rudy Choy might reply "So what else is new?"

In the last three or four years, Rudy has tried three times to break the Trans-Pacific record from Los Angeles to Hawaii. Not that monohull milestone of 8 days and whatever;



### a charm

we're talking the record - 7 days, 7 hours, set back in 1983 by Bob Hanel's 62-ft catamaran Double Bullet.

Rudy, who is regarded by more than a few as the father of modern multihulling, knew he had the boat to do it. His own powerful 62-footer, the Hawaii-based Aikane X-5, is the distillation of a lifetime of building fast cats. And this one is fast. While passing cont'd center of next sightings page

### big boats — cont'd

The most exciting class to follow will be the eight-boat (nine if a Kathmandu charter goes through) maxi sled class, consisting of six virtually identical Santa Cruz 70s, Mitch Rouse's bright yellow R/P 70 Taxi Dancer and Roy Disney's N/M 70 Pyewacket. These boats will be sailed out of South Beach Marina, as they draw too much (10 feet) to get in and out of the still undredged harbor at St. Francis at low tide. The SC 70s will dominate the action: these boats are so lethal, especially around the buoys, that most of the other designs simply aren't bothering to show up. After the 14-boat Cal Cup, this makes for a disappointing turnout, but as Steve Taft points out: "It's just too far, and it's too expensive, to entertain an 18-man crew for a week to justify coming if you're

cont'd next sightings page



### big boats — cont'd

not competitive."

The trip back from the TransPac took its toll on these downwind-oriented craft: Pandemonium, which was going to enter the series, augured in 300 miles from San Francisco and is presumably in Sled Heaven by now (see elsewhere in Sightings for details). Taxi Dancer broke her exotic (and apparently already stressed) SeaTek mast and was forced back to Hawaii. While under sail to Kauai, Evolution's oversized delivery prop somehow turned the engine over in reverse, sucking salt water into its vitals and ruining it. The latter two boats ended up taking an 11-day barge ride to Oakland.

Pyewacket made it back on her own, only to discover that her keel (essentially the same as Pando's) was hanging by a thread. Apparently, it could be wobbled about three feet back and forth, so the old keel is being snapped on for the upcoming series. Technically, the ULDB 70 Association, of which Disney is the president, only allows one configuration per season, but under the circumstances, Pyewacket will probably be allowed to compete anyway.

Chance and Evolution are easily the two fastest SC 70s around the cans. Of the two, we'll pick the dark blue Chance to win the series, mainly based on the strength of her Cal Cup win and the undeniable talent of paid skipper John cont'd pert sightings page.

### fourth time

through enroute from Hawaii to L.A. earlier this year, Barry Choy, Rudy's son and Aikane's delivery skipper, gave us a ride. Despite old sails and conservative sailing while he and the crew tuned the rig, the big cat made 20+ knots look effortless.

On Thursday, August 24, Rudy's persistence paid off. *Aikan*e not only broke *Double Bullet's* 6-year-old record, they broke



### — cont'd

the elusive 7-day barrier. Their official time: 6 days, 22 hours, 41 minutes, 12 seconds. The time was taken from the TransPac starting area off Pt. Fermin (Los Angeles) to the Diamond Head buoy.

"The Ocean Roots people in Sunnyvale called a perfect race," said a happy Barry from the Hawaii YC. He was referring to the team of experts who called the weather window for the Aikane team. "We wouldn't have minded a little more wind — we never had more than 22 knots — but it never got below a constant 15 to 18."

Aikane's route ended up being below rhumb, but not as far south as the "traditional" TransPac course, which ran a month and a half previous. "I'm pretty sure we sailed closer to 2,400 than 2,500 miles,"

cont'd center of next sightings page



### big boats — cont'd

Kolius. Local sailmaker Steve Toschi, fresh from a week of International 14 competition, will provide the local knowledge. *Evolution*, with Bill Twist and 12 of his *Blade Runner* buddies on board, should be well up in the hunt, but her new crew will have to learn the ropes quickly if they hope to beat the other well-oiled SC 70 teams. Twist, who's still hoping to charter *Blade Runner* (his still highly competitive R/P 47) to the "right person" for the series, will start the boat and drive downwind.

Silver Bullet, the current leader of the '89 sled circuit, will also be in the front row seats. She'll be sailed by Kimo Worthington, with his father-in-law Don Trask helping call the shots. Sailmaker Mark Wilson will drive Blondie in the absence of regulars Dennis Durgan and Ron Love, with Carl Schumacher contributing local knowledge. They'll be tough, as always. And don't count out Mongoose, with Six Meter World Champion John Kostecki at the wheel, getting

input from Tom Blackaller and Steve Taft.

In the mini-sled class, seven Santa Cruz 50s are currently committed to coming: Hana Ho, with Jeff Madrigali driving, gets our vote to win the class. They were second in the Big Boat Series two years ago to the now-departed (to Seattle) Earl of Mar, and showed devastating speed against Allure in the recent San Francisco Cup. Allure, with her regular crew and Chris Corlett, will put up a good fight, as will Racy II, sailed by Russ Williams and his "Crabtree Brothers Racing Team". Deception, with Pete Heck, Cliff Stagg, and Tim Parsons among the crew, and Oaxaca, with a Santa Cruz crew led by Will Baylis and ULDB specialist Dave Hodges, will be tough, too.

Rounding out the SC 50 fleet will be Palm Tree Express (ex-Mongoose) from Seattle. Rocket from Marina del Rey, Santa Cruz's Octavia and the Bay's Acey Duecy are possible entires, particularly if a Marion Sails-organized charter of the latter 50 comes through. As before, the 50s will race under the BLHF, i.e, the Bill Lee Handicapping Formula. The rule assesses penalties of up to six seconds a mile based on differences among the "sisterships": scoops, triple

spreaders, new keels, etc.

Participation in the next two classes looks even shakier. Still, the bigger IOR group — assuming all six entries show up — will put on a decent show. Watch for Don Hughes' R/P 42 Quintessence, with sailmaker Dave Ullman driving, to win this class by a small margin. The winner of the smaller IOR group is a foregone conclusion: with Bravura not sailing (her mast, which fell in the Fastnet Race, will not be repaired in time), the class will be handed on a platter to John MacLaurin's veteran Davidson 40 Pendragon. With Robbie Haines steering, she'll wipe out this rag-tag collection, probably with straight bullets.

Remember, you read it here first: Chance, Hana Ho, Quintessence and Pendragon will each win their classes. Bridesmaids will be Silver Bullet, Allure, Shockwave and Jazz. Of course, everything could change between now and one o'clock on the afternoon of September 17, when the first gun of this year's small, but hotly contested series will be fired down by Treasure Island. If you can't get out on the water to watch, we suggest staking out a place on the Marina Green breakwater (or better yet, a barstool in the Men's Grill of the St. Francis). Big or little, the Big Boat Series is still something to behold. For more information, call the St. Francis YC at (415) 563-6363.

### wylie rides again

Tom Wylie's workshop/design studio sits high atop a ridge in the Oakland hills. On a typical summer day, a warm breeze wafts through the open windows, untainted by the halitosis of Oakland just to the west. Here singing birds replace the drone of traffic, and if any flowers could push their petals above the sun-dried waves of wild oats, there would certainly be enough time to smell them.

If that sounds like the primordial soup of some serious inspiration, there's certainly nothing going on inside the redwood walls to dispel the notion. There the man who gave sailing such popular production boats as the Nightengale, Wylie 34, Hawkfarm and Wabbit, as well as customs from the Nationals-winning 1/2-tonner Animal Farm to Arlo Nish's globe-girdling 65-ft Saga, continues to launch new designs on a regular basis. On this particular afternoon, however, we're more interested in his re-launchings: the restoration of his original Nightengale, the resumption of his own sailing, and his recent

cont'd next sightings page

### wylie - cont'd

foray back into the jungles of production boat building.

In his personal life, Tom's most significant accomplishment is his recovery from severe back problems. He doesn't regret the hard years of sailing that began pinching the disks in his lower back — he's competed in everything from Admiral's Cup to SORC to TransPac — but he does admit procrastinating to the limit on getting treatment. "I just ignored it as much as I could," he recalls, "until one day I couldn't even *crawl* to the bathroom." Three operations in the last five years have finally allowed him to resume a normal routine, though he admits his days of hardball sailing are over.

Pleasure sailing is another matter. Since its relaunch a month ago, Tom has been enjoying some low-key Friday night racing on the boat that started it all. Nightengale was both the first boat he ever built, and the one from which the molds were taken for the production Nightengales, thus launching his design career. In between sailing, the boat — which he's owned for all these years —

cont'd next sightings page

### fourth time

says Barry. (Their Argos readout, which will confirm the course, was not available at this writing.)

Though Barry shared much of the driving duties with his father, just about everybody aboard got in their hours behind the windward wheel. (The boat has a wheel at each end of her 31-ft beam.) Crew for the historic trip included Rudy's longtime business associate Roy Seaman, as well as Gary Craft, Neil Forn, John Conser (who was also aboard 'Bullet during their record run) and the boat's tireless navigator, Mike Elias.

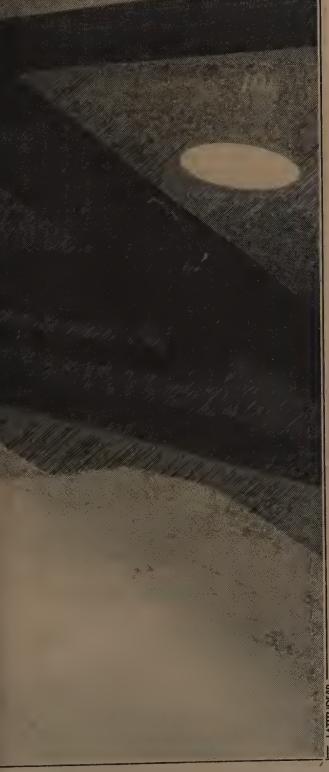
Gear problems, which contributed to the boat's falling short in previous attempts, were



### - cont'd

minimal this go-around. "We broke our main halyard about 12 hours into the trip," says Barry, "so we only made 250 miles the first day." Their best day's run, again to be confirmed by Argos, was more than 400 miles.

The most worrisome gear glitch during the record passage was keeping the starboard shroud intact. "We looked one day and found 7 of the 19 wires had broken," says Barry. They rigged a backup, but still elected to sail a conservative crossing. Also, rather than being stripped of all unnecessary gear, the 12,000-lb cat was loaded down with food cont'd center of next sightings page



### wylie - cont'd

is undergoing a complete restoration, as well as conversion to mini-cruiser. The current stage in that latter process is the installation of bunks so Tom, wife Cindy and their 6-year-old daughter Lindsey can enjoy an overnight or two at Angel Island "before school starts".

The third and perhaps most intriguing part of Wylie's re-launching trilogy, though, is his two most recent production boats, the Wylie 39 and Wylie 46 —

and just as interesting, his unique methods for building them.

"What we're basically trying to do is offer a 'customized' boat at a production boat price," he says. "Since most customization is a matter of personal preference rather than engineering, we use the same basic tooling—the hull, rudder, most of the deck and so on — and design the interior and rig to fit what the client wants."

When an order comes in, Wylie jobs out the major part of the construction to Southern California's Westerly Marine. They build the balsa-cored hull, basic interior and, most of the time, the deck. Then the boat gets shipped north to a rented warehouse in Oakland where Tom and a team of helpers finish it off, doing much of the smaller fabrication work at the "hilltop retreat" in the Oakland hills. In between boats, the warehouse rent is reduced to a small storage fee for the tooling. By doing it this way, "So far, I've been able to avoid getting caught in the deadly cycle — being busy like crazy for three months and then doing nothing for three months," he says. In the "dry cycles" now, he can turn his attention to the ongoing custom design side of the business.

In design, the 39 and 46 were conceived "as sailboats first," says Tom. "We're trying to take the ULDB construction concept of the last 20 years and make a boat that a guy and his wife can sail on their own. And if the guy wants to race, he doesn't need 14 people on the rail and Paul Cayard driving to be competitive." To add the necessary stability for shorthanding, Wylie's tacked on two to five percent extra displacement — all of which goes in the keel — onto an otherwise ultralight hull and deck. Obviously, to do well racing, a decent IMS rating also figured heavily into the concept of both boats. He feels they should also do well in PHRF competition, but stresses that neither design is meant for IOR.

With the corpus itself a given, Tom can design any type interior, deck arrangement and rig an owner might want for his "custom" sailboat. The

approach has resulted in quite a variety of boats, he says.

"Two of the most diverse 39s are Punk Dolphin and Absolute 88," says Tom. "Punk Dolphin is as close to a 'standard' 39 as we any we've done — straightforward interior, standard deck arrangement, masthead rig.... Absolute 88 is built just for racing. On that boat, we cut the sheer down a couple of inches, cut the transom off, put a custom, S-glass foam-core deck, and a fractional rig with masthead spinnaker. If you put the two boats side by side, you'd never guess they were the same type of boat — but, basically, they are."

Since the 39 was introduced three years ago, 10 have been built. Only one, Jonathan Livingston's *Punk Dolphin*, makes its home port on the Bay, though the Santa Cruz-based *Absolute 88* spends winters racing up here. Except for one that went back to Chicago, the rest sail out of Southern California. The first and so far only 46 also went back to the Windy City, where it recently took first

in the Chicago-Mackinac Race.

After a short time in the shop, it becomes obvious that none of Tom's back problems extended above the neck. In fact, one can well suppose that while his back was convalescing, Tom Wylie's imagination was working overtime. Now, as he shuffles through drawers looking for something else, we notice some nearly finished drawings of a 30-ft catboat with a very different look. Instead of the pudgy lines that currently define the genre, Wylie's "cat" has the sleek lines and pleasing sheer typical of his designs. The sail plan is a little different, too. In fact, it reminds us of...

"Yeah, it's supposed to look like a windsurfer rig," says Tom. "That's because the rig will lean much more toward windsurfer technology than current catboats. For example, it will have full battens to support a decent roach.

"One of the beauties of catboats is that they're so easy to sail," Tom continues. "There are only two basic controls, the sheet and 'choker' (for controlling draft). With this boat, we hope to appeal to that simple, 'let's go sailing' aspect, and throw a little fun in, too: They're all going to have colored sail panels like windsurfers, too...."

But that's another story.

### more mexico crew list

You don't get many second chances in life, so don't let this second opportunity to take part in the Mexico Only Crew List pass you by.

We're happy to finally be back on track with the Mexico Crew List. You may recall with some amusement (we'll settle for embarassment) that we got started a month late with the Crew List forms last year, resulting in a jumbled up final list spread over two issues. This time, though, if you procrastinate too long to be included, it's no one's fault but your own. Mother Latitude has spoken.

After so many years of doing this, it's hard to believe there's anyone out there who's reading this for the first time. (It must be a little like Mick Jagger singing "Satisfaction" for the 10 millionth time.) However, having said that, we'll now get a dozen letters from people who "just discovered your wonderful magazine," and feel even more chagrined than we did last year.

So for those of you just coming up the on-ramp, so to speak, here's what the Mexico Only Crew List is all about.

Every fall, we publish the names, phone numbers and a little about the skills and desires of a small cross-section of Mexico-bound folks; their common bond being that one group needs the other to complete their plans. Half the names on the completed List will be people looking for someone to help crew their boats. The other half will be people looking for Mexico-bound boats on which to crew. By filling out the self-explanatory forms on these pages, you become part of that List, which will run in the October issue. When it comes out,

AGE:	SEX:
PHON	NE/ADDRESS:
	1. For the trip down. 2. While in Mexico. 3. Sea of Cortez Sail Week (Baja Ha-Ha). 4. Return trip up Baja.
MY	EXPERIENCE IS:
-	1. Little or none. 2. Bay. 3. Ocean. 4. Foreign cruising.
10	AN OFFER:
=	1. Few skills, I am a novice sailor. 2. Skills of a normal hand: standing watch, reefing, changing sails. 3. Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems. 4. Companionship.

people from one camp call people in the other, arrange a meeting, perhaps go for a trial sail, and hopefully organize a mutually enjoyable cruise to Mananaland.

cont'd next sightings page

### fourth time

and other gear. They even brought their twin outboard engines.

Do we get the inkling this may not be Aikane's last word on the TransPac record?

"More than anything, this trip made us realize how easy it is to do in average winds,"

### what

We might as well confess it: we have an alcohol problem.

However, rather than check into one of those expensive clinics with all those obnoxious Hollywood types, we contacted Bill Ivers, head of California's Department of Boating and Waterways.

"Our problem," we told Ivers over the phone, "is that we keep reading all these studies —including those put out by Cal Boating — that claim anywhere from 30 to 80% of all boating accidents are alcohol-related.

A jovial sort, Ivers interrupted to say that indeed was the case. "Our most recent Cal Boating study showed that 59% of boating fatalities were alcohol-related."

"Well, if that's true," we continued, "how is it that in our 12 years of publishing this magazine we can't remember a single instance of a sailing fatality being attributed to alcohol consumption?"

Ivers laughed heartily and said he couldn't recall a single alcohol related-sailboat fatality either. A strange sort of silence followed.

"Well," we said, figuring we'd waited long enough for an explanation, "what gives with this statistics?"

"Our study," said Ivers, "was limited to powerboats."

"You didn't include sailboats?"

"We didn't think there was enough of a problem to bother including them in the study."

Frankly, we were dumbfounded by his response. Private enterprise conducts business under all kinds of truth in advertising laws; it seems to us that similar laws ought to apply to statistics dished out by the government and non-profit groups.

lvers went on to say that the number one cause of all boating fatalities in California

### tom and jerry —

Ample evidence that crews should choose their skippers as carefully as vice versa appeared in a recent article in the San Diego Log. It chronicled the strange oddyssey of Tom Buckley's 57-day passage from Hawaii to San Diego. The strange part was that Buckley's skipper abandoned the boat in midvoyage, leaving Tom to finish the trip with no dependable instruments (the compass wasn't

### - cont'd

says Barry. "I can't speak for my father, but I'm interested in the idea of doing this trip in under six days. One of these times, the French are going to come out here with one of their big multihulls and try for this record. I'd like to give them something to shoot for!"

### gives?

is unstable boats that make swimmers out of mariners. Sixty percent is the figure he attributed to that cause.

Fifty people died in California boating accidents last year, which is part of an encouraging downward trend over the last few years. According to Ivers, the typical boating fatality scenario is a fisherman falling off his small boat into the icy waters of a mountain lake. Unable to get back into his boat or reach shore, he drowns right away or suffers from hypothermia and then drowns.

Ivers says the 50 boating fatalities in California last year could have most easily been reduced if the individuals involved had been wearing lifejackets. "People wearing lifejackets in boating accidents are six times more likely to survive than those not wearing lifejackets," reports Ivers.

Getting people to appreciate the dangers of unstable boats and not wearing lifejackets, he says, is an endless and sometimes futile battle. He cites the time Cal Boat gave a talk on the importance of lifejackets. The very next day a grandfather was sitting on a chair placed on an aluminum rowboat when an emergency vessel rushed by to respond to a call. The emergency vessel's wake rocked the rowboat, knocking the grandfather off his rocker and into the water. The old man drown

Ivers doesn't want anybody to drink and drive a sailboat. "Appoint a designated driver," he suggests. At the same time, he admits there is historically little correlation between alcohol consumption and sailing accidents. "Sailors are a different breed," he said.

Sailors, we at Latitude believe, are the same breed as powerboaters in the sense that they're no better at holding their liquor. The reason they have less alcohol-related accidents and fatalities is simple; sailboats don't move very fast.

### the untold story

even mounted, much less adjusted, and rolled around the deck to the boat's motion), no charts and no navigational experience. He didn't know all that much about sailing, either.

It all started when Buckley signed on to crew for Jerry Schmidt on a delivery from Hawaii to Newport Beach, with the idea in

cont'd center of next sightings page

### more mexico — cont'd

Historically, the List, now in its eighth year, has been the vehicle hundreds if not thousands of people have used to fulfill dreams, change lifestyles, expand their consciousnesses or whatever. From the limited feedback we hear, many

I NEED CREW FOR MEXICO
NAME:
AGE:SEX:
PHONE/ADDRESS:
BOAT TYPE/SIZE
1. For the trip down. 2. While in Mexico. 3. Sea of Cortez Sail Week (Baja Ha Ha) 4. Return trip up Baja.  MY EXPERIENCE IS:
1. Bay 2. Ocean 3. Foreign cruising.
I AM LOOKING FOR:
1. Moderately experienced sailor to share normal crew responsibilities.  2. Experienced cruiser, familiar with navigation and/or mechanics, who can show me the ropes.  3. Companionship: (a) Female; (b) Male; (c) either.  4. Someone to help me bring boat back up the coast.  5. Someone to help me trailer a boat up/down the coast.

long-lasting friendships have developed, many cruises extended well past Mexico and several serious romances and even marriage have resulted. All of which has made us feel pretty good about the whole thing.

However, before you sell the luggage, rent the cat and give away the car (or something like that), we need to give equal time to the other stuff. Like our not being able to guarantee or even imply that everybody taking part in the List is who they say and knows what they claim. We also cannot guarantee that the boats are all going to be seaworthy, the weather always wonderful or that the whole experience will even remotely approach your expectations. If we could do that we'd start our own religion. Kidding aside, you must judge those things for yourself. Our Mexico Only Crew List is an advertising supplement to be used for informational purposes only.

Still game? Bully, pip pip and all that.

Once completed — one form per person, please — send the form in with \$5 if you're looking to crew, and \$1 if you're a boat owner looking for crew. We must receive all Crew List forms by September 10. We'll do the rest.

Once the list is published, if the thought of calling perfect strangers intimidates you, we offer two observations. First, we call scores of perfect strangers every month, and can't imagine that more than half of them ever run drugs, become serial killers or drive above 55. Secondly, you can always use

### more mexico - cont'd

the Crew List Party to break the ice.

By taking part in the Crew List, you're automatically invited to the Crew List Party, to be held this year on October 5 at the Sausalito Cruising Club. This is an informal evening get-together for all Mexico-bound people. (Those on the Crew List get in free; everybody else pays.) Its purpose is twofold: a northern California "bonvoyage" from Latitude, and a great neutral setting for crews and boat owners to meet each other. You can either arrange this in advance on the phone, or simply show up. Boat owners and potential crews wear different colored name tags so it's easy to tell them apart.

The only other suggestions we have are for potential women listettes — use your first name only, and be able to screen calls by means of an answering machine or service. If you are a woman, you will get calls.

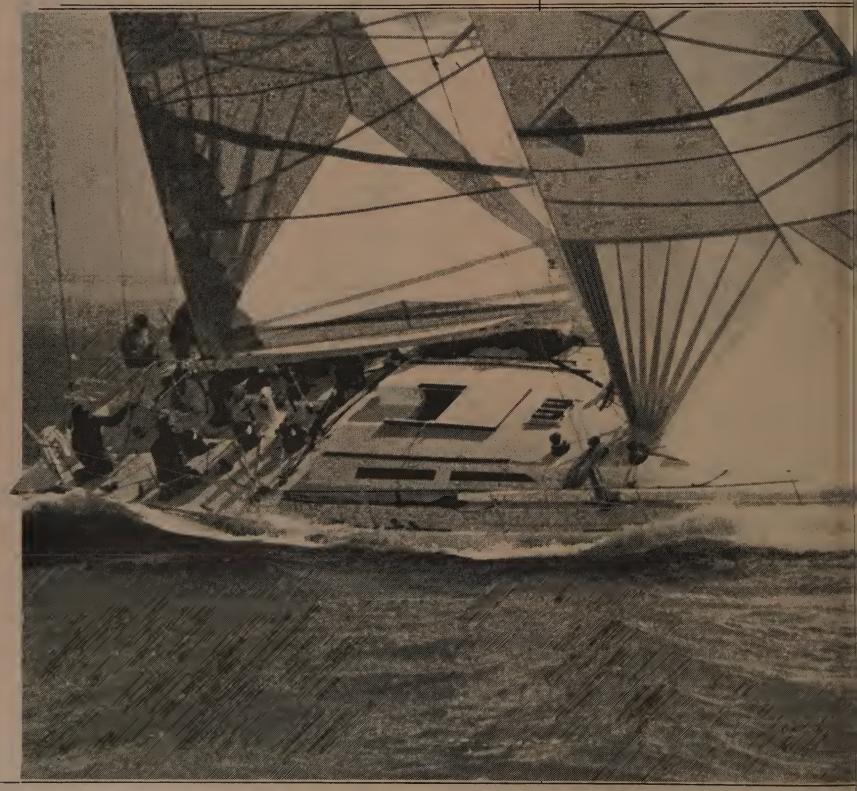
That's about all you need to know about the Mexico Only Crew List. For tips on the actual trip, see the Mexico Primer article elsewhere in this issue. Hasta Luegol

### tom and jerry

mind that he would gain some valuable offshore experience from the supposedly more experienced Schmidt. The two left Hawaii on May 26 aboard the 38-ft Alden yawl Stella News.

The first hint Buckley had that things might not be kosher was the chart Schmidt was using to "navigate." It was a pilot chart of the North Pacific, clearly marked "Not to be used for navigation". Tom subsequently learned that there were no real charts on the boat — which was moot at that point because Schmidt didn't really know how to navigate anyway.

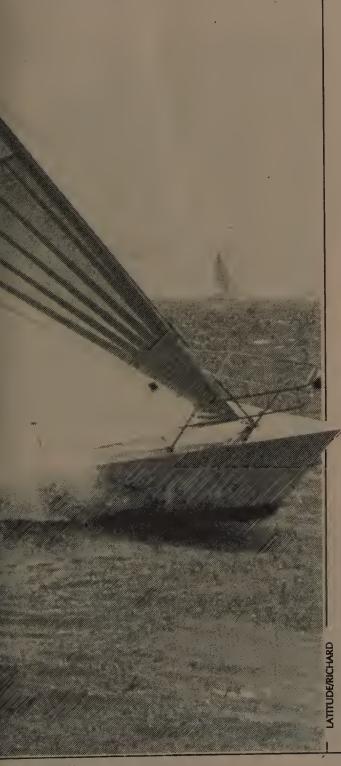
After two weeks, they ran out of water



### — cont'd

and switched on their EPIRB (which Tom had enough sense to insist that Schmidty buy before they left). A Coast Guard plane flew out and dropped them water. Less than a week later, they were once again nearly dry and out of stores, and Buckley began finding caches of food Schmidt was hiding from him around the boat. They set off the EPIRB a second time.

In the following two days, July 8 and 9, the Coast Guard dropped food, water, a radio, a survival raft, a second radio, more food and extra batteries. With one of the radios, Schmidt insisted on being rescued, cont'd center of next sightings page



### changes in altitude

At 4:15 on the afternoon of August 3, John Frisch's world turned upside down — literally. "I woke up as the floorboards popped out and started flying around the cabin," said the 35-year-old delivery skipper of Des McCallum's Pandemonium, the Nelson/Marek 66 ULDB that he was bringing back from the TransPac. "Thirty seconds later, the boat was completely turtled."

Pandemonium, for reasons that may never be known, had just dropped her keel some 300 miles from San Francisco. "There was nothing left except six or eight inches of the keel bolts sticking out," explained Frisch. "It looked like the bolts snapped off where they entered the 'cage'." At the time, however, Frisch and his crew (Rick Carolus, 28, of Newport Beach; Nancy David, 38, Fort Lauderdale; Greame Gilchrist, 23, Scotland; and Grant Sennor, 18, Hawaii) didn't have time to dwell on what happened.

When the boat flipped, David, who was driving, and Carolus were on watch, reaching along comfortably at about 10-12 knots with a #3 and double-reefed main up. Carolus, in full foul weather gear, ended up 25 feet downwind from the boat, and was having trouble swimming back to it against the 20 knot winds and 6-8 foot seas. One of the two liferafts, the one that had been lying unsecured on the cockpit floor, popped up next to him, much as we envision the coffin popping up next to Ishmael at the conclusion of Moby Dick.

Carolus, realizing that it was every man for himself, naturally pulled the ripcord. The raft inflated and was blown away almost immediately from Pando, though not before Sennor swam over and jumped in with Carolus. David, who was "pretty freaked out" by then, Gilchrist and Frisch pulled themselves up on the upside down hull — no easy feat — and hung on to the skyward pointing rudder. They knew where the other liferaft was — tied to the stern pulpit underneath them — but Frisch knew they had to get more equipment, particularly the EPIRB, before they abandoned ship.

After contemplating their situation for 15 minutes, and realizing that the steady stream of air bubbles coming up from the boat meant it was sinking, Frisch dove under the boat, resurfacing in the two foot air bubble inside. "It was really spooky; completely dark except for a little light up through the companionway and the forward hatch," he said. "It was really foul inside — everything was floating around in a pool of diesel, gas, battery acid, you name it." Fortuitously, a flashlight floated by, which helped Frisch locate the EPIRB floating around back near the rudder post (it had come loose from its spot near

the companionway when the boat inverted).

Frisch found a knife and a shirt (he was wearing only shorts) before the two topside crew began "banging like crazy" on the hull. The stern of Pando was beginning to slide under, and they were convinced that the boat was going to sink with their skipper in it. Frisch resurfaced, they inflated the liferaft and got in. They had meant to stay attached to the boat until it went under, but somehow, in the confusion, drifted away. When they last saw Pandemonium, the rudder was completely under water and only about two feet of the bow was visible. "I imagine it sunk, but — who knows? — maybe it's still out there

like that," said Frisch.
Fortunately, the EPIRB worked like a charm and their signal was picked up almost immediately by a Singapore Airlines 747. By 7:15 that evening, a C-130 Coast Guard plane out of Alameda located Frisch's raft. "We kept pointing

downwind and signalling that there were two rafts", explained Frisch. The other raft was soon spotted three miles away — and in another stroke of good luck — a Panama-registered cargo ship, the Green Ocean, was only 20 miles away. The C-130 dropped enough flares on the ocean that it looked like a "small" and but 11.20 both groups had been rescued.

city", and by 11:20 both groups had been rescued.

"Even though it was the middle of summer, we were all really cold," said Frisch. "Your body heat goes right out the bottom of the liferaft." The 19-man Korean crew of the Green Ocean, of which only "one and a half spoke English", warmed them up and fed them lots of rice and fish on the 40-hour ride to Los Angeles. "We couldn't really talk with them, but we all smiled at each other a lot!"

Frisch, who's returned to his regular job taking care of Don Wildman's 12-Meter Heritage in Marina del Rey, appears unfazed by the ordeal. "I don't think I'm any kind of hero," he said in response to our question. "There just wasn't time to panic, and the only option we had was to go back and get the EPIRB. You just do what you have to do."

cont'd next sightings page

### changes in altitude — cont'd

What had he learned from the experience? "Always have a 'grab bag' of survival gear ready to go. The stuff in our liferafts, even though they were 10-man rafts, was insufficient. Also, know where all the safety gear is on your boat, and how to use it.

"And, above all, carry an EPIRB," he claimed with absolute conviction. "Don't leave home without it!"

### see you in september

With all the events scheduled for September, you'd hardly guess it's the last month of the "official" sailing season. This year, it's really going out with a bang. In between some of the best "just sailing" weather of any month and such high-octane events as the Windjammers (Sept. 1) and the Big Boat Series (Sept. 17-23), are three new events that should keep just about everybody smiling. Here, in chronological order, is what they're all about.

1989 Jazz Cup (September 2) - If this one gets off the ground, it may become as big an event to close the sailing season as the Vallejo Race is to open it. At this point, the main dampener to that concept is that Benicia can presently accommodate only 50 boats to Vallejo's 400+. Another difference, says race chairman Keith Moore of the South Beach YC (which co-sponsors the race with Benicia YC), is that "instead of two days of racing and one party, there are two days of parties and one race." He's referring to the tie-in to Benicia's 5th Annual Jazz Festival, which runs concurrently. Various jazz groups play at different venues around town the whole Labor Day weekend, culminating with a big Sunday jam session at the Benicia YC from 8 p.m. until 2 a.m. Racers will have Labor Day (Monday, the 4th) to recuperate and get their boats home. There is no race back to the Bay. At this writing, there are 30 confirmed entries and a lot of interest. The first 50 entries will be guaranteed berths in Benicia. Overflow entries will be provided berths in nearby Martinez or Glen Cove. Official entry deadline was August 25, but you can still sign up by calling Keith at 223-1116 (H) or 421-2910 (W).

Mount Tam Wham Bam Challenge (September 8-10) — Quite possibly the craziest relay ever staged around these parts, the Wham Bam consists of three sailboats races, two runs and three powerboat events. A main connecting thread of these events is that the boats deliver and pick up the runners; and the runners must be aboard for two of the sailboat races and one powerboat event. Total mileage is 82 for sailboats, 32 for runners and 32 for powerboats. You'll be glad to know that only two runners will be allowed from each boat, and that no one in your regular crew has to be one of them.

The event that inspired this event is England's Three Peaks Race. As the name implies, runners in this week-long event have to negotiate not one but three mountains. The Three Peaks has become so popular over the years, they've had to start a lottery to pick who gets to enter. An Australian version has also been gaining a following in the last few years.

Our local version is the brainchild of Encinal YC's Dave Fairless, who witnessed the last Three Peaks Race. Disparaging remarks by the Brits about "American wimps" spurred him to action, so in addition to everything else in this bizarre event, it seems our national pride is at stake.

Fortunately, as mentioned, you don't have to be Bruce Jenner to enter. Though a couple of yacht clubs have so far entered "teams" — the requisite sailboat, powerboat and two runners — most other interest has come from individual boat owners and running groups such as those from NAS Alameda and the San Francisco Police Department. When entries have been finalized, boats will be "assigned" runners.

The first sailboat race, with runners aboard, departs Encinal on Friday evening. The fleet rounds a buoy off Vallejo and races back to Sausalito. The next morning, the runners start the arduous 24-mile near-marathon up Mt. Tam and back. Assuming they live through that, they get back on board and the sailboats race out the Gate to the first channel marker, and then to Coyote Point for the Saturday night party. On Sunday, the sailors race from Coyote Point to Encinal YC. Meanwhile, the runners have transferred to power boats Sunday morning. The powerboats compete in a "phantom" predicted-log race

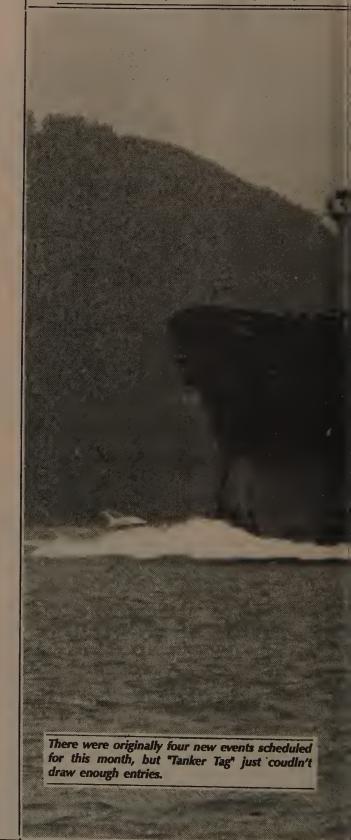
cont'd next sightings page

### tom and jerry

claiming the boat had "keel problems" and would not sail properly. On July 10, about 600 miles off the mainland, the Navy cruiser Lynde McCormick intercepted Stella News and took Schmidt aboard.

"There was nothing wrong with the boat," claims Buckley, who elected to stay aboard and complete the trip. "It was great after Jerry left."

The Navy ship loaded the sailboat with enough food, water and fuel for two months and wished Buckley well. Four days later, he



### - cont'd

made landfall at a small fishing village just south of Turtle Bay.

Soon after, he fell in company with several northbound cruisers who helped get him and the boat to San Diego. From there on, except for a grounding in San Carlos, it was a relatively uneventful trip up the coast of Baja. Unless you count that the grounding filled the engine's heat exchanger with sand, knocked out the boat's neutral gear and required that the heat exchanger cap be cont'd center of next sightings page

### september — cont'd

(whatever that is) to San Leandro, where they drop off the runners, who then proceed to run 8 more miles to Encinal YC. There will be awards for both individual and "team" races.

If you need to know more, call Dave at 865-6427 or Shirley Temming at 521-0966. And don't forget the Ben Gay.

Golden Gate Open (September 23) — This first-time event is also a prospective "season closer", and is also tied in with another big event, this one NCMA's Fall Boat Show in Alameda. (See elsewhere in Sightings for more on the boat show). Though open to everything except sailboards, the real "open" connotation to this event is that there are no formal handicaps. Though boats cont'd next sightings page



### september — cont'd

will start in divisions of like ratings, slower divisions first, whoever crosses the finish line first wins. Another unusual feature is that you don't have to be first to win. Lotteries will determine who gets many of the prizes in this fully sponsored event.

The mandatory skipper's party on Friday the 22nd will be held at Hawthornes Restaurant in Richmond's new Marina Bay development. The 21-mile race goes from a starting line off Pier 39, thence around marks near the Golden Gate, Angel Island and the Bay Bridge. This course may be rounded in either direction. After passing once more through the starting line, the fleet will proceed down the Estuary to the finish off Grand Harbor — which coincidentally is celebrating its own grand opening. Competitors will then be shuttled over to the boat show for the awards ceremony, then back to Grand Marina for a big party (and we mean big — at this writing, three bands are scheduled to play).

### tom and jerry

glued on every time he added coolant. Lloyd Larson, the boat's owner, didn't care. He was just happy to have his boat. "The guy saved my life savings," he said.

What now?

### little comment in I.a...

Remember the Coast Guard's proposal, forced on them by the Minerals & Mining branch of the government, to create San Francisco to Los Angeles shipping lanes separated by a two-mile buffer zone — a



#### - cont'd

"I'm going to learn to navigate," says Buckley, who had already lined up another crewing spot on a delivery — this time with a reputable skipper.

### lots of comment in s.f.

buffer zone where oil rigs would be allowed?
Seeking "public comment", the Coast
Guard held meetings in Los Angeles, Santa
Barbara and San Francisco. According to
cont'd center of next sightings page



### september — cont'd

Prizes include airfare and accommodations to London, Omega Sailing Suits, watches and other nifty items. If you want to know more, contact Dave O'Connor or Pam Frank at 956-6264.

### vicarious boat thrills

It's amazing the effect celebrity ownership has on the value of certain items or property. An otherwise worthless old chair, for example, suddenly becomes worth thousands of dollars if it's believed that Elvis once used it to rest his posterior. An ordinary pair of bikini underwear auctions for hundreds of dollars because Madonna is said to have worked up a sweat in them while on tour. Anything John Lennon touched or owned is worth many times its intrinsic value.

There's a similar phenomenon in the yachting world, where nothing adds more to the value of a boat — even though it's a near derelict — than the fact she was once owned by the original Hollywood bad boy, Errol Flynn.

You may remember last month's Sightings item by John Skoriak about the various machinations regarding the ownership of Zaca, the big schooner once owned by Flynn. As it stands now, she faces an ignominious future as a Flynn museum.

Things are looking much better for another of the bad boy's old schooners, Scirocco. Sleek and racy as opposed to the bulky Zaca, Scirocco has spent the last three years being rebuilt at Soper's Hole in the British Virgin Islands. The renovation of the 75-footer that was built in 1929 by George Lawley and Sons has been a stop and go affair as a series of owners have run out of money. If waterfront talk is to be believed, a least \$3 million was spent just getting Scirocco into the water; the finishing touches will eat up hundreds of thousands more.

Hauled out at West End Slipway as a cutter, she returned to the water in early June as originally designed, with a ketch rig. While her backbone and keel are original, 70% of her planking had to be replaced. The 25 planks required 3,000 screws, 1500 bolts and a whole lot of arm twisting.

Picking up the hefty tab for the most recent work is owner Patrick Khayat, who hopes — perhaps unrealistically — to have her ready for Foxy's Wooden Boat Regatta in September and the Classic Wooden Boat Show at Soper's Hole in November. After that she'll be glossed up until March or April when she'll head for her new homeport, St. Tropez — not far from the other schooner once owned by Flynn, Zaca.

### the big one, the small one and the one that might have been

Did your dog bark? Did your grandmother's big toe hurt? Did the red sunset give it away? Did you really know that the August 8 earthquake was going to happen? (In case you slept through it, the 5.1 temblor shook everything from the epicenter near Los Gatos to as far north as Sonoma County.)

Well, neither did we, exactly. But now that you mention it, only the day before we were grasping for a proper lead for the following historical note about the TransPac: but for the big San Francisco shake and bake of 1906 (estimated to have registered more than 8 on the Richter), that grandaddy of all west coast ocean races would likely have started from the Bay Area all these years.

And then this earthquake happened that very night! Sometimes the

power of the press boggles even our minds.

Anyway, here's the story. In 1905, a Southern California yachtsman named Sinclair sailed his 72-ft schooner *Lurline* to Hawaii. There he ran into a local sailor named Clarence MacFarlane. Together, and presumably over a few too many drinks, the two came up with the idea of a trans-Pacific race from San Francisco to Hawaii.

Contacted by mail, Bay area yacht clubs were receptive to the idea, cont'd next sightings page

### the big one - cont'd

though many individual boat owners weren't too keen on the prospect of a three-week slog to weather to bring their boats home. To show it was no big deal, MacFarlane jumped on his 47-ft *La Paloma*, also a schooner, and in late March, 1906, set out for the Bay.

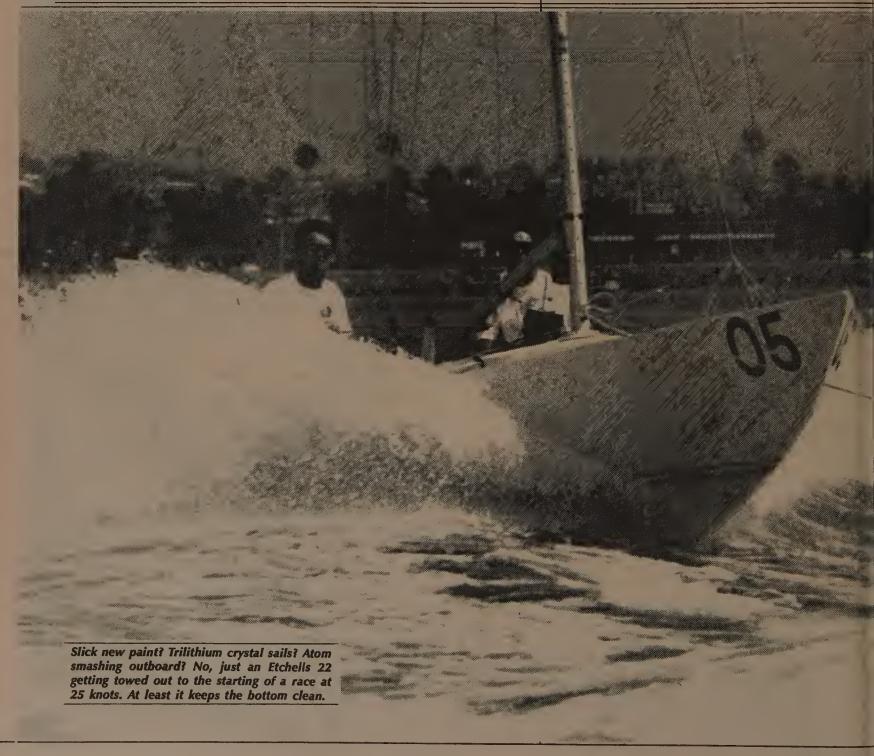
You can guess the rest. The earthquake happened while he was en route. And for some reason, after he arrived, local sailors were too preoccupied with being alive to talk about some obscure race that might or might not happen. Clarence also found the nightlife to be the pits — all the good spots being basically in rubble or on fire — so he turned *La Paloma* around and sailed down to Southern California to meet up with Sinclair. The two of them rearranged their plans to start the race off San Pedro (before the breakwater was there). And on June 11, with the 91-ft ketch *Anemone* rounding out the "fleet," the three boats started the first ever TransPac. Twelve days, 10 hours later, Sinclair's *Lurline* won, the Hawaiian press went crazy and the rest, as they say, is history.

And now — oh oh, better batten down the hatches. We're suddenly getting the incredible urge to write about hurricanes....

### little comment

Commander Ed Rollinson of Vessel Traffic Service, the turnout in Los Angeles was so dismal that you could count the number of speakers on one hand. The rest of the Angelos were probably out getting more plastic surgery. In Santa Barbara, where the oil industry sometimes raises hackles, the number of speakers could have been counted on two hands. Then the Coast Guard came to San Francisco.

"Whoa! Whoa! Whoal Not on your life," is how Cdr. Rollinson euphemistically described public comment in The City. None of the Coasties conducting the meeting were crucified, but that was just because nobody in the crowd remembered to bring the crosses. Congressperson Barbara Boxer



### - cont'd

(Demo - Marin) eloquently spoke against the proposal. "You crazies, you idiots, don't even think of trying itl" is pretty much what she had to say.

Having gotten some of the public comment they were seeking, the Coast Guard big-wigs went back to Washington, D.C. to mull over their next move. Our expert in the nation's murder capital predicts that the Coast Guard, again pressured by Minerals and Mining, will come out with a new proposal. This one will disallow the construction of oil rigs in the buffer zone, but give huge tax credits to oil companies that agree to erect rigs in the middle of the shipping lanes.



### mystery solved

Remember the TransPac preview we wrote two months ago? We don't want to gloat, but our "quick picks" to win, place and show were so right on it was scary. To our complete amazement, we hit the first to finish (Silver Bullet) and most of the top finishers in each class. Over in Hawaii, people wanted to go to the race track with us. When we got home, people we've never met were begging us to fill out their Lotto tickets. Stockbrokers were calling us for tips (we told them to buy UAL).

Yes sir, we were feeling pretty smug when, inevitably, the phone rang. It was Mike Haley, owner of Richmond Boat Works, bursting our bubble by asking: "Why was Lianda (a Swan 57 sailing in IMS) listed as a 'mysterious entry' in your preview?" Good question. Lianda, as we soon discovered, was a completely local effort. Even more embarrassing, the boat had been featured in a full page ad for Mike's boatyard in the May issue of Latitude.

We could bore you with our lame excuses — heck, we forced Haley to endure them — but instead we'll just solve the "mystery" by telling you what we found out. Like most TransPac entries, *Lianda* is owned by a successful entrepreneur — in this case Tony Gerber, an intensely private 40ish-year-old Englishman who lives down the Peninsula. Gerber hit the long ball as a founding partner in Rolm, a computer company that Big Blue gobbled up a few years ago. Now happily "retired", Gerber decided his next challenge would be to enter his eight-year-old dark blue Swan 57 ketch in the 2,225 mile TransPac.

Gerber enlisted Peter Moorehead, the assistant harbormaster at South Beach Marina (where Lianda is stabled), to be one watch captain. Haley, who Gerber met while the boat spent nine months being readied at Richmond Boat Works, was soon signed on as the other. The rest of the six man crew consisted of Gerber's wife Linda, their 18-year-old son David, who's a freshman at Berkeley, and his pal Chris Snideman.

According to Haley, the Gerber family's priorities for the trip were "to have fun, to be safe, and to go fast." They certainly accomplished the first two goals: the crew ate "decadently" (Linda cooked fresh pasta, bread, muffins, tacos, and more), they had wine with dinner, hot showers whenever they wanted them, and the stereo and VCR were often in use. "At first, I resisted the notion of an entertainment center. Why bring that stuff on a camping trip?" said Moorehead. "Then I warmed up to it... My favorite movie was *Platoon*." Haley's favorite was *Out of Africa*, which he watched twice.

Goal number two, safety, was no problem: the 32-ton Swan was completely bulletproof and, except for the random spinnaker guy breaking, arrived in Hawaii intact. The third goal, going fast, was a little less successful, as the group finished near the bottom of the IMS pack. "We only made three jibes the whole trip," admitted Moorehead.

However, given their priorities, it was no mystery at all why everyone concerned considered *Lianda's* first TransPac a victory. Our congratulations to the Gerbers and their crew, and apologies for overlooking *Lianda* in the preview.

### neal's the name, clams are his game

A product of San Francisco's Western Addition and Lincoln High School, Neal Skinner has covered many sea miles in the meanwhile. Last seen in April, he was returning from a charter aboard his Morgan Out Island 33 Sea Pearl to Majuro in the Marshall Islands.

Hiring himself out for diving charters to the outer atolls in this mid-Pacific region, Neal is subsidizing an intriguing aquaculture adventure: the growing and harvesting of tridacna gigas, thể giant clams. Capable of reaching up to four feet across when mature, these bivalves have a variety of marketable features. Their meat provides a source of food. They can be sold to aquariums. Their shells can be made into jewelry, art or simply displayed as they are. Finally, the Taiwanese consider the adductor muscle to be a great aphrodisiac, paying up to \$70 per pound for the dried product.

Getting into the clam business is just part of Skinner's intriguing odyssey since he left San Francisco in the early '70s. Migrating to Texas, he spent from 1970 to 1973 building the Dutch 30 Snowdrop. Made of teak and the heavier Keruing wood from the Malay Peninsula, Snowdrop was his getaway boat. In

cont'd next sightings page

### neal's the name - cont'd

her, he cruised the Gulf of Mexico, Florida and Central America before settling in St. Thomas for five years.

In 1981, he headed west to the Pacific, putting into Hawaii for a spell. However, after the warmth and friendliness of the Caribbean boating community, he found the atmosphere in Aloha-land less than appealing.

"People there are in it for the money," he says. "After a while I began to see



Neil Skinner and friend.

why people don't like the yachties there."

Neal soon split from his wife and young son and again moved west, looking for more elbow room. He considered the options of the South Pacific, but places like Tahiti and Fiji looked just too expensive. Instead, he opted for Micronesia, most of which is emerging from its status as a trust territory of the U.S. into independent nations.

Liking what he saw, Neal established some beachheads. Through Mary Crowley's Ocean Voyages in Sausalito, he started offering charters to the outer atolls for snorkeling, diving, fishing and relaxing. He bought a second boat, the Sea Pearl, which is based in Majuro, capital of the Marshalls, to haul cargo and passengers. Snowdrop resides in Pohnpei, another series of atolls to the west of the Marshalls. He also kept ties with his folks back in California, working six months a year in the construction business.

Neal has discovered that sailing in the Marshalls can be tricky. The equatorial countercurrent runs against the prevailing trade winds. The swells bounce off the atolls, which are large rings of coral built up around subsided volcanoes. The intricate wave patterns that result from this interaction were used by Marshallese navigators, who had no compass or charts, to find their way from atoll to atoll. Neal says they also create some nasty sea conditions.

"There's a place between Majuro and Mili (an atoll to the southeast) we call 'the wall'," he says. "The waves aren't that big, but they're just solid walls of water. It's no coincidence that the Marshall Islanders had the best sailing canoes in the Pacific."

Modernization and resettlement (the Bikinians, for example, have yet to return to their home island since the atomic bomb tests after World War II) have reduced the sailing fleet. Nevertheless, Neal plans to use the concept of their outriggers for the giant clam project. He'll use motorized versions to transport the baby clams out to the atolls, where islanders will raise them. Then he'll buy back the mature ones and haul them to market.

Skinner and his partner John O'Bannon have already achieved a measure of success with their test farm at Mili. Using solar and wind power for their pumps and other equipment, they are producing marketable clams. Neal has even furthered clam growing technology with innovative floating tanks that provide better light for growth, are easier to maintain and protest the clams cont'd next sightings page

# what's wrong with this picture?

It was an innocent mistake, one likely missed by 90 percent of *Chronicle*, *Examiner*, *Tribune* and other newspaper readers — but not by your eagle-eyed reporters. The big half-page ad for San Francisco Federal depicts a salty schooner foaming across the Bay, right above the bank's new tallship logo and saying: "Keeping Right On Course."

Only thing is, considering the track record of Savings and Loans, SFF could hardly have picked a more, um, shall we say expressive photo. The rakish black beauty in the photo is *Pride* of *Baltimore*, the 90-footer that rolled and sank off the

east Coast three years ago.

Get it?

Okay, maybe it's stretching a bit. But obscure humor is better than cruel sarcasm, which we surely don't intend. All and all, it's an attractive ad; the nautical theme is one we like; and we surely hope San Francisco Federal does stay "right on course." In fact, we can hardly end this little

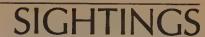
### windsurfers

Of all the sporting groups that utilize the Bay, windsurfers and swimmers are the two groups that spend significant time in the water. On any given windy afternoon, thousands of the former flock to the waters off Crissy Field, Coyote Point, Larkspur Landing, Berkeley and dozens of other spots. Most of them end up splashing down and gulping mouthfuls of saltwater in the process.



Whipping, shredding, flying, flinging — God, we love that windsurfer talk.

Some of these boardheads, like Stuart Ruddick of San Francisco, are beginning to wonder what's in that salty soup. They're



### neal's the name - cont'd

from predators.

"This is a very low-tech industry," he says. "Basically, the clams just need sunlight, which produces algae, which they ingest. Right now, a mature clam is worth about \$250 to us. Even when you realize that out of 200 to 500 million eggs produced when a clam spawns, only one or two percent survive, we're still talking about a multimillion dollar industry."

Nothing happens too fast in the islands, however. There are several hurdles to be cleared before the clam business, ahem, opens up. Skinner predicts it will take another two years before they reach the mass production stage.

More important, though, is the prospect of creating an industry that will contribute to the self-sufficiency of the Marshallese. After 40 years of dependency on America, which is still paying reparations for atomic testing as well as rent for the ICBM missile range at Kwajalein, the islanders are lately looking toward economic freedom. Neal Skinner and his giant clams could well make a worthwhile contribution to that goal.

— shimon van collie

### the boat show cometh

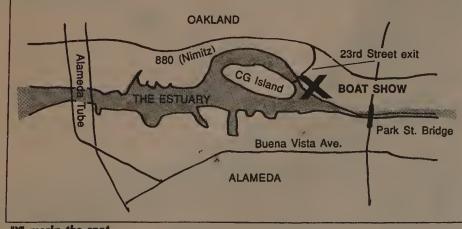
September — the leaves are turning, there's a chill in the air and a young sailor's fancy turns to...the Northern California Fall Boat Show, what else?

New and improved are the bywords this year, not only for what you'll see from September 16 to the 24th, but for the show itself. The new location is the brand new Union Point Basin in Oakland. This place was so new in mid-August the docks weren't even in yet. For those not familiar with the area, take the 23rd Avenue exit off 880 and turn left when you hit the water. You can't miss it.

"Heavy Duty" might be another fitting modifier. This is the biggest combination in-the-water and under-the-tents show of the year, with more than 275 boats of all sizes and descriptions on display. The new C&C 37 and Hans Christian's Christina 40 are two on our "hit list." Which reminds us, be sure to wear comfortable walking shoes — and ones that slip off and on easily for when you go aboard.

Another intriguing craft we plan to check out is the 11 1/2-ft Take Five, so called because it's touted as being five boats in one: sailboard, sailboat, rowing shell, paddling shell and outboard-powered skiff. If this thing's for real, it sounds like the dinghy of the '90s!

For uniqueness, we'll give the nod (sight unseen) to the 1/20 scale USS Arizona, modeled of course on the "day of infamy" battleship memorialized at Pearl Harbor. And this is no static display: powered by twin outboards hidden inside, this 34-ft craft voyaged the Intracoastal Waterway from Houston to Florida, then from Florida to New York, a distance of 3,300 miles!



"X" marks the spot.

Wish we had time to list all the boats and exhibits that will be there, but we wouldn't want to spoil it for you (and besides, we're running out of space). You can bet we'll get someone to mind our booth while we go check them all out.

The show runs noon to 7 p.m. on weekdays and 10 to 7 on weekends. Admission is \$5 for adults; kids under 12 are free. For more information, contact David Wheeler at 521-2558. See you there!



epistle without noting that they are the primary northern California sponsors for our own state tallship, the Californian.

### clean up

especially concerned when they see signs posted after rainfalls saying that the water off Crissy Field is unsafe to swim in due to the raw sewage that gets dumped directly into the Bay. Or when they see that the 39 toxic hot spots identified by the environmental watchdog group Citizens for a Better Environment include most of their favorite "shredding" spots

"shredding" spots.
Ruddick, who manages money when he's not on the water, has decided to take some action. He recently formed Windsurfers for a Cleaner Bay, a group dedicated to informing fellow boardsailors and others about the dangers that sewage, toxic discharges and dredge dumping pose on our health.

"I started thinking about it a year ago," says Ruddick, who has been boardsailing off Crissy for five years. "At first I thought we could do something just by raising money. Now I realize that education is really what we need."

"This isn't just a windsurfing issue," he adds. "The striped bass population has dropped by 40 percent in the last seven years. (Some environmental groups gauge the health of the Bay by monitoring populations of fish such as stripers. — Ed.) Toxic concentrations in these hot spots around the Bay have reached threatening levels. The health of the Bay affects our whole ecosystem, including the air we breathe and the food we eat."

For more information about Windsurfers for a Cleaner Bay, you can reach Ruddick at 415-388-8415.

-shimon van collie

### take it easy, but do it now

"It's a lot easier, safer and cheaper than people are led to believe." That's 60-year old Buzz Taylor's verdict on cruising around the world. And he should know, having sailed back under the Golden Gate on August 6 to complete a 1,666 day circumnavigation, the last year of which was done singlehanded. "Actually four years was way too fast," he reflected, "seven or eight would have allowed me to see all I wanted to see."

A city electrician who put in 30 years fixing Burlingame traffic lights before cont'd next sightings page

### road

Five months ago, Frenchman Phillipe Monnet sailed his 60-foot Shuttleworth-designed trimaran Elle & Vire into the Bay after a brutal singlehanded 81-day trip from the Big Apple. In the process, he thrashed the legendary Flying Cloud's time around the Cape Horn by over a week, but missed beating Thursday's Child's modern benchmark



### - cont'd

by a heart-breaking nine hours. The enigmatic Monnet, not one to shed tears or look back, blew out of town after only three hours, leaving a bunch of folks, including us, wondering what the 30-year-old professional adventurer would do for an encore.

The answer came to us indirectly last cont'd next sightings page



### take it easy - cont'd

retiring, Taylor built his boat *Ishi* from a bare hull along with his now 30-year old son, Mike. The fiberglass hull was taken from a male mold of a 46-ft Hatfield 'Discoverer' that had been stretched to 49 feet. For good measure Taylor 'stretched' it another three feet. Father and son labored on *Ishi* for five years at Pete's Harbor Boatyard before she was launched. *Ishi*, along with the ferro cement *Rob Roy* (now in the Sea of Cortez), was the last boat to come out of that yard before rocketing insurance premiums closed it down.

Buzz harbored quite a few fears about the trip because his sailing experience had been limited to fooling around the Bay on a little Samurai sloop a quarter of a century before. Son Mike, however, had put in several years on Windjammer sailing ships in the Caribbean. But Buzz soon learned there wasn't that much to be afraid of, nor were the much ballyhooed preparations such as varnishing canned goods really necessary. "You don't really sail around the world," he said, "you just keep sailing from port to port."

Ishi's port-to-port circumnavigation went as follows: San Francisco, Mexico, Hawaii, Palmyra, the Samoas, Fiji, Australia, Indonesia, Mauritius, Durban, Capetown, St. Helena, French Guiana, all over the Caribbean, Panama, Costa Rica, Acapulco and home — with many stops in between. Buzz did not make the Indian Ocean crossing from Darwin to South Africa.

His favorites

Best Big City — "Sydney. It has a beautiful harbor and the Aussies are wonderful people." Son Mike, in fact, married one of the Aussie girls they took on as crew; the two now live in San Carlos.

Best Tropical Island — "Palmyra."

Most Interesting Island — "St. Helena in the middle of the Atlantic Ocean. It doesn't have an airport or a port, so it's like going back 100 years in time. Just fascinating."

Most Disappointing Stop — "French Guiana. What a mudhole."

Son Mike and about 20 pick-up crew sailed with Buzz for the first three years until Barbados. "Most of the crew were fantastic," recalled Buzz, "with one big exception." Interestingly enough, the exception was a young woman who eventually had to be restricted to the forward cabin for the last week until landfall was made at French Guiana in South America.

An very intelligent woman fluent in a number of languages, the unsatisfactory crew had hitchhiked all the way from Egypt to Capetown where she meet Buzz the day before *lshi* set out across the Atlantic. Once at sea she became paranoid and got into a series of slapping fights with other members of the crew. Hence her detention and ultimately being kicked off the boat in French Guiana. Buzz accepts much of the blame, saying he should have gotten to know her better before signing her on for such a long passage.

The policy aboard *Ishi* was for Buzz and the crew to split all food and fuel expenses, while Buzz picked up the tab for all boat expenses. "Even so," he says, "I lived on less than \$800 a month — something I can't do here."

The two Taylors had only one major medical problem; when Mike came down with a dreadful case of malaria in South Africa. Buzz experienced some dizziness from an inner ear infection while beating back up the Mexican coast, but prior to that his worst malady was a broken arm in Antigua. "Imagine sailing most of the way around the world in good health," he says, "then falling and breaking your arm in a hotel shithouse!"

Ishi fared well also, except for two minor incidents. The first was running aground in Australia. The second occurred when Buzz feel asleep while singlehanding the boat up the coast of Baja. The autopilot directed Ishi onto the rocks at the point just north of Sacramento Reef. However Buzz was able to back the brutally overbuilt Ishi off the rocks and continue on his way. Incredible as it may seem, he still hasn't bothered to check how much, if any, damage was done to the hull. "The fiberglass is as much as four inches thick by the turn of the keel," he explains, "since she didn't take any water, I didn't worry about it."

For those of you who have been thrashed coming up the coast of Baja, take heart. Like a number of other circumnavigators, Buzz feels the slog up the Baja coast was the roughest part of his trip. He figures next time he'd ride the trades out to Hawaii and come back to California that way. "If you can sail up the coast of Baja," said Buzz, "you can sail just about anywhere in the world."

Buzz began his singlehanded career at age 59 in Barbados. Despite having cont'd next sightings page

### take it easy - cont'd

no roller furling or power winches, he had little difficulty bringing his 52-footer through the Canal and back to California. As proof that solo sailing is neither as arduous or dangerous as some believe, he noted that five of the seven boats in Zihautanejo skirting hurricane season were fairly large boats being singlehanded.

Although Buzz owns a home in Burlingame, he lives aboard his boat at Pete's Harbor. The home is rented out. "And besides," he says, "after four years of cruising on her, *Ishi* is my home." Has he noticed any difference in the Bay Area in the last four years? "Good Lord, it's changed. The traffic is awfull" So it is.

While Buzz has vague plans of sailing back to Australia, his advice for other potential circumnavigators is clear: "Do it! It's a lot easier, safer and cheaper to sail around the world than you think!"

### road

week, when we met a pair of Frenchmen — Philippe Leautaud and Pascal Deschepper — down at Des Wheatley's DCW Marine in Sausalito. The duo, both professional sailors in their late 20's from Cannes, work for Monnet as support crew on Elle & Vire, and they were quietly readying the six year old tri for Monnet's latest challenge: to break the tea clipper Sir Lancelot's 89-day record between Hong Kong and London sometime later this year. Monnet — who they say is "sitting around a pool surrounded by beautiful girls" after just winning a Baja-like desert road rally in Morocco — will sail alone, as always.



### — cont'd

Getting Elle & Vire (the name apparently will change if the team can choke more francs out of some other sponsor) to Hong Kong is part of Leautaud's and Deschepper's job. Hanging around Monnet must be infectious, because the high energy duo have announced their intention to go after a record of their own: Southern Cross' 42-day passage from San Francisco to Hong Kong. Their attempt, which should get underway the first week of September, will be low-key and casual, as their primary mission is to arrive with the boat in one piece for their boss' next quest. Bon chance!



### rafts of trouble

Two dramatic lost-at-sea stories were played to the hilt by the mass media during the month of August. Neither should be new news to most of you.

But they are certainly worth reviewing, both apart and together if for no other reason than to show the importance of thinking ahead and the power of the human spirit.

The first incident began the morning of June 15, when William and Simone Butler's 38-ft sailboat (unnamed by any wire service or newspaper account — and these guys call themselves journalists?) was rammed and sunk by whales (again, unnamed in type or size — sigh) about 1,200 miles WSW of Panama. The 60-year-old William and his 52-year-old wife, obviously experienced cruisers, radioed three maydays, inflated their emergency raft and started throwing gear into it: food, blankets, fishing gear, water, a solar still, flashlight, flares, a Sony Walkman radio and about anything they could lay their hands on in the 15 or so minutes they had left.

Then the Florida couple climbed into the 6-ft Avon themselves and watched their boat go down. They were rescued on August 19 — 66 days later — about 30 miles off the Costa Rican coast. Though suffering the effects of prolonged exposure (they lost about 50 pounds apiece), they seem little the worse for wear. The tale they tell is one of living off the sea (fish, turtles, etc) and constantly bolstering each other's spirits.

The second incident occurred while the Butlers were still at sea (making nearly 20 miles a day to the east, by our rudimentary arithmetic). On July 16, on the way back to New York from Bermuda, Nicholas Abbot's 37-ft Analulis also sank, sending the 50-year-old New Yorker and his 48-year-old companion Janet Culver into their inflatable. But there the similarities start diverging. Analulis sank because the mainsheet got snarled in the spinning prop and pulled something — probably the strut — out of the boat. Secondly, though Abbot also put out a distress call before getting the two of them into the raft, he seemed not to think out what he threw in very thoroughly. (In all fairness, they apparently had less time — about 10 minutes — before Analulis sank.) All this couple ended up with in the way of food was peanuts, cold cuts and rainwater.

Apparently to conserve energy — and doubtless because he thought rescue was imminent — Abbot opted not to fish, which may have contributed to his undoing. Tragically, after only 10 days, Abbot calmly announced he couldn't take it anymore. He then stripped off his clothes, dove in the water and swam away. The last Culver saw, he was floating face down. She was too weak and exhausted to even care. She was rescued four day later by a passing ship and, though half starved and full of sores, is also on the road to recovery.

Both accounts are worth examining in detail (the latter one appeared as a cover story in the August 21 *People*), especially if you ever plan to do any bluewater voyaging yourself. We found ourselves nodding vicariously as the Butlers did things by the book, and shaking it sorrowfully as Abbot and Culver seemed to make one wrong decision after another. In our minds, the dichotomy of the two stories makes each one's messages all the stronger stronger.

The messages: plan ahead — imagine you have 10 minutes to abandon your own boat. What do you take? What do you leave? Decide now, not then.

And don't give up.

### short sightings

**FLORIDA** — Master treasure-finder Mel Fisher has apparently done it again. His divers followed a trail of more than 75 gold coins over a two week period in August to locate a cache of doubloons and other treasure off the 'Treasure Coast' of Florida. The booty is believed to have come from a Spanish treasure fleet that sank in a 1715 hurricane.

GASHOUSE COVE — It's once again a gas at San Francisco's only recreational boat fuel dock: Gas House Cove turns on its pumps again September 1. In case you've forgotten, the fuel dock part of the business has been out of operation since it sank last February. (Fortunately, all the safety valves did what they were supposed to and no gas, oil or diesel leaked out.) Though their computer and much of their records and mini-chandlery inventory was lost in the sinking, the brokerage portion of the business reopened soon after and has remained in business these past months. Dredging

### short sightings — cont'd

to prevent the problem from recurring (the sinking was determined to have been caused by the fuel dock grounding on an uneven bottom, then wedging one corner against a piling) has been completed, and Gashouse Cove Marina president Paul Kaplan looks forward to getting back into business. "We have survived and are looking forward to the next 20 years," he says. Personally speaking, it will be nice to see the smiling face of fuel dockmistress Cindy once again when we pull in to satiate our thirsty photoboat.

THE ESTUARY — For Ole Olson, age 10, it wasn't turning out to be one of the better days. On the afternoon of August 7, he leaned against a rotten piling that gave way and dumped him into the Estuary. It's unclear why he couldn't climb back out right then and there, but he chose instead to grab for the nearest "flotation device," which coincidentally happened to be the broken off tip of the piling. By the time he did that, the flood had him and the boy and his log began transiting the Estuary south at a decent knot or two. Fortunately, passersby who saw him south of the High Street Bridge notified the Coast Guard. They dispatched an inflatable that finally caught up with Ole off the Oakland Coliseum. Once ashore, the Coasties delivered the cold, wet and hopefully wiser Ole home to his surprised mom in Alameda.

SAN DIEGO — As all sailors know, changing a boat's name is considered an unlucky undertaking. Even those who "aren't superstitious" will often qualify such action with logic like "It's a new boat to me, so changing the name is okay." Considering the record of the now infamous Exxon Valdez, though, we can't believe Exxon intends to change the ship's name when it gets out of drydock here in nine months. (Although we can certainly understand their motivation.) Perhaps the gods might be appeased if the name was at least truthful, something along the lines of Exxon Notorious or Exxon Decimator....

SAN FRANCISCO MARINA — Those to whom boating has become second nature tend not to remember how many things can go wrong when you don't know what you're doing. On August 14, however, 19-year-old Chris Willey and his 20-year-old buddy Mike Dauksha staged one of the most graphic displays of ineptness in local maritime history. In the space of about 20 minutes, they managed to sink one boat, severely damage the one they stole, mangle some piers and generally piss off a lot of people. Here's what happened: After a night of drinking, the two broke into the 43-ft Hatteras motorboat Trevie, fired it up, and backed across the channel, ramming into an unoccupied 40-ft houseboat. The collision sank the houseboat and threw Willey into the water. Dauksha apparently panicked, slammed Trevie into fullbore forward and attacked a dock or two on the other side. He finally jumped off the still-running boat and ran down the dock, leaving his cohort still floundering in the water. Witnesses apprehended both men, who at this writing are contemplating their short-lived pleasure cruise from the City Prison. Charges include burglary, vandalism and a state harbor and navigation code that makes it a felony to sink vessels over 10 tons — a new one on us.) Damage at the marina is estimated at \$50,000, half of which may be to Trevie alone.

went sailing for the last time. Sometime in the afternoon, while sailing under jib alone, the 72-year-old singlehander seems to have simply laid down in the cockpit of his Catalina 36 Avanti and died. Alerted by another boat, the 55-ft tour boat Commodore Stockton made the find, tying up to the sailboat to perform the first-aid "look, listen, feel", although it was obvious from his appearance that Leva had expired some hours before. The Coast Guard towed Avanti to Yerba Buena, where he was officially declared dead. How did the incident affect the wedding cruise? More positive than negative, says Marc. "In a way, they all admired the guy for going out like he probably wanted to." When the time comes, we wouldn't mind doing the same.

RICHARDSON BAY — We'll almost be sorry to see them go, but Marin city and county officials are once again making noises about removing the old drydocks from Richardson Bay — this time for sure. We won't deny they're an cont'd next sightings page

### crude

What man and Exxon are apparently unable to do — clean the Alaskan shoreline — will be done by nature. So said a panel of experts speaking at a conference in Seattle on the Exxon Valdez oil spill. John Vandermeulen of the Bedford Institute of Oceanography in Nova Scotia says he doubts a significant amount of oil will be found in Prince William Sound five years from now. University of Louisville microbiologists said studies of the massive Amoco Cadiz spill off the coast of France show that the ecology had returned to



### comments

normal in 10 years. One promising development is that the number of oil-eating microbes has increased in the damaged area since nearly 11 million gallons of crude spilled onto Alaskan waters.

The positive reports are in contrast to Coast Guard Vice Admiral Clyde Robbins, on-site clean-up coordinator, who said the Alaskan beaches affected "are never going to be clean." We'll all know for sure in five or ten years, won't we?

### short sightings — cont'd

eyesore, but to us, so are most 7-11s. At least the drydocks are a slightly more innocent piece of Americana. And calling them a "safety threat to recreational boaters" is kind of like calling Alcatraz a safety threat. If you can't navigate your way around an object the size of a small island, you shouldn't be out on the water in the first place. But someone doubtless seeking reelection has said they've got to go, so the county is due to spend part of a \$52,000 cleanup fund to investigate the drydocks from underwater. We'll keep you posted on where they go from there.

**POINT BLUNT, ANGEL ISLAND** — That's the answer to our "Where the buoys are" *Sightings* question of last month. The #3 can shown is located a hundred yards or so southeast of the rocks there.



# HIDDEN HARBOR MARINA

Sailboats from the Bay and the world's oceans come to ply the myriad waterways of the California Delta. Many come for the summer months seeking the warmth and tranquility that sunny days and warm nights have to offer. Some stay on through the fall enjoying the cool still morning and light air that each shortening day brings. Spectacular sunsets, which have always been a Delta trademark, are especially beautiful throughout the fall. With winter comes solitude and peace that is absolute. A florish of blossoms and greenery run into spring as the Delta once again cloaks itself with wildgrape and blackberry intermingled among the oaks and alders along its banks.

Through the seasons, sailors cruising the Delta waters pass by a potpourri of marinas and harbors. Though all the facilities offer a place to keep their boats, only one offers the pleasures of the Deltawithout a break in its natural continuity.

Located in a more tranquil portion of an already peaceful region, Hidden Harbor Marine preserves the atmosphere while offering comfortable and secure accomodations. The churning activity and noise that powerboats bring in is not present, as berths are offered to sailboats only. One powerboat, a 24-ft Skipjack, is owned and operated by the marina as a tow vessel. Knowing this free service is available 24 hours a day gives Hidden Harbor patrons confidence and peace of mind as they explore secluded anchorages or race with the steady winds that are indigenous to the area.

The marina's two protected harbors lie at the mouth of scenic Steamboat Slough. These waters are the cleanest in the Delta, with the northern mountains feeding a fresh flow continually throughout the seasons. With the clean waters and peaceful beauty of the marina it is not hard to understand why many boaters occasionally

### THE DELTA AT ITS BEST

choose to remain in their slip through an entire weekend, swimming in the harbors and making use of the quality facilities. Bar-B-Que areas blend in with the natural surroundings, and the restroom buildings, which contain tiled showers and laundry rooms, are the best any marina has to offer.

The harbormasters at Hidden Harbor are owners as well as residents of the marina. One of them is always present both day and night. A card-lock gate on the land side allows entry to boat owners only. Hidden Harbor's fuel dock and other facilities are not open to the general public so those people you see at the marina are either berthers or their guests.

The marina's geographic location provides some welcome benefits that other portions of the Delta do not share. Farmland that makes up the islands in our area consist of heavy soils which are not carried away on the winds. Clouds of dust associated with much of the Delta's peat soils do not exist. The river just outside the mouth of Steamboat is deep and wide. Wind crosses this vast expanse of water delivering a steady broad reach throughout the summer, providing some of the best sailing in the Delta. Sailing north out of the marina takes you up Cache Slough to secluded deep water anchorages in the labyrinth of sloughs made up of Lindsey, Hass, Shag, Prospect, Miner and Cache itself. This is an area where the levee serves as private farming access. Boaters who choose to "get away from it all" need only to take the one hour cruise to their favorite anchorage and drop the hook.

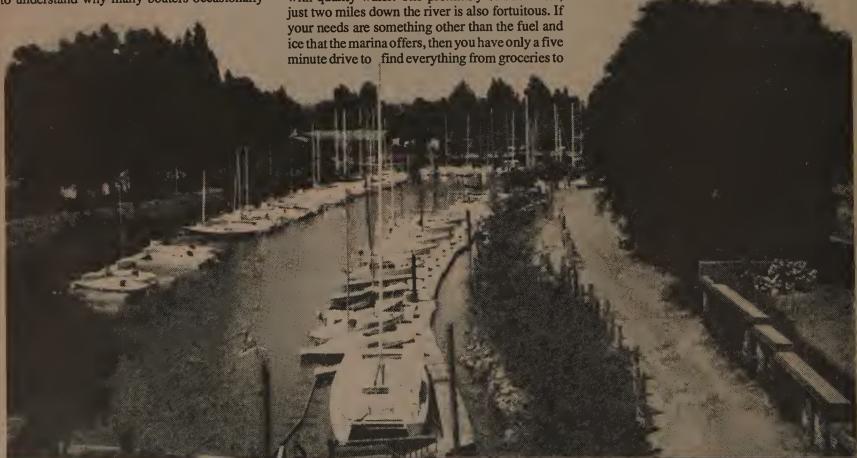
Hidden Harbor's geographic location has given it an added benefit: 310-ft down is an aqua strata that runs clean and pure. A well put down in 1983 tapped into this source and provides the marina with quality water. The proximity of Rio Vista, just two miles down the river is also fortuitous. If your needs are something other than the fuel and ice that the marina offers, then you have only a five

teak. The retailers in this Delta community offer everything that boaters need with selection and prices that no marina chandlery can match. The closeness of Rio Vista affords sailors in the marina the best of both worlds. The privacy of Hidden Harbor is not disturbed by the crowds of people needed to support retail sales, while the patrons of the harbor have a virtual cornucopia of goods only moments away.

Wakes from passing vessels and wind blown waves are held out of the enclosed harbors. The tree covered peninsulas that curl around the marina allow the sailboats within to rest calmly in their slips. Shade and parking within feet of your boat are added pleasures these breakwaters provide. Hidden Harbor and its adjoining neighbor, Ryer Island, go through the winds and waters of winter-year after year-unscathed. Ryer Island, and Grand Island just across Steamboat Slough from the marina, do not even appear in a U.S. Army Corps of Engineers study showing the likelihood of levee failure within the Delta. All other islands fall into categories of projected failure likely after 25 years or more to projected failure likely in ten years or less.

Hidden Harbor is fortunate to have all the pleasures and beauty of the California Delta without any of its drawbacks or uncertainties. If you own a sailboat and are considering a berth in the Delta, Hidden Harbor is a must on your itinerary. Located conveniently between the Bay Area and Sacramento it offers a pleasant change for both Bay boats and the Valley's reservoir sailors. Call (916) 775-1313 for additional information or write: Hidden Harbor Marina, 3100 Ryer Road East, Walnut Grove, California 95690.

Thank you, Hidden Harbor Marina





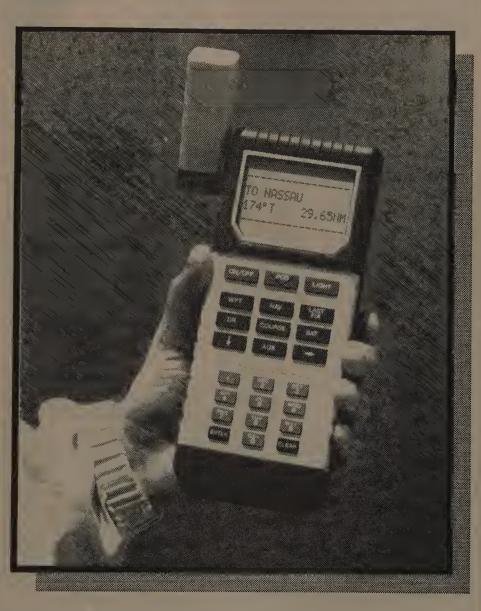
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# NORTH TO NOYO AND

sobar has been many beautiful places, including the Mediterranean, Caribbean and Irish Coast. But as the saying goes, there's no place like home. On the way to British Columbia last summer, we were struck by how many nice places we passed. A stop at Little River finally convinced us to spend time the following summer cruising the "forgotten coast", the many small ports north of San Francisco. The trip turned out to be so enjoyable, it prompted me to put pen to paper for the first time on an Isobar trip.

The traits common to these anchorages



Above, the forgotten coast.

seclusion; off the beaten track; rugged, beautiful scenery; clear water; and protection from the prevailing summer northerlies — are just a few of the appeals. Other common features - thick kelp, frequent fog and sometimes tricky entrances — show that the little harbors of the fogotten coast also demand respect. Which to some creates an appeal of its own.

Here are some of the highlights of our

# THE FORGOTTEN COAST

trip.

**Drakes Bay** 

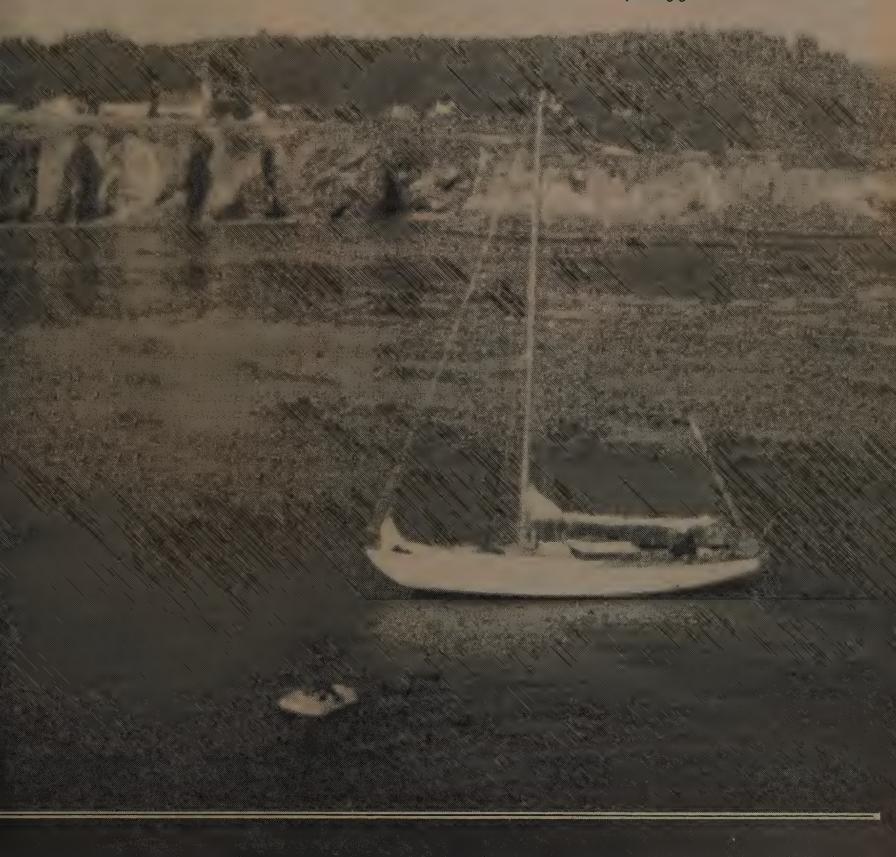
We almost always stop at Drakes Bay on our way north. It helps us regain our sea legs after what has usually been some time ashore. I won't dwell on Drakes as it is so close at hand, except to say that it is a treasure in every sense of the word —

including being a wonderful "ocean training sail" for those who have spent their sailing time solely on the Bay. For a walk back in time on Estero or an overnight anchorage for pausing on the way north, Drakes is great.

**Tomales Bay** 

Tomales Bay is a surprisingly secluded and isolated area, especially when one

considers how close it is to San Francisco Bay with its thousands of boats and crowded anchorages. In fact, to my way of thinking it is the most unvisited beauty spot on the coast. True, the bar can be treacherous; true, we have gone aground somewhere in Tomales every single visit. Nevertheless, the beaches are great, the people wonderful and the solitude of anchorages like White Gulch make Tomales a true cruisers' haven. One caution: although White Gulch cries out to the swimmers aboard, the locals claim it is a spawning ground for the Great White shark.



# NORTH TO NOYO AND

While this may be a ploy to keep the tourists away, we chose to stay dry.

The farther you get toward Inverness, the better the weather seems to be. Teacher's Beach off Inverness is about as close as *Isobar* can get — we draw 7 feet. An outboard on the dinghy or a good pair of oars (and arms) can get you into the yacht club. Restaurants and shopping are nearby. We try to visit Inverness at least once a year and enjoy taking club juniors out sailing. Many of *Isobar's* crew come from Inverness, which further enhances the friendly atmosphere of the place for us.

The bar is dangerous (the one at the entrance, that is; the yacht club bar is non-existent). It must be entered at high water — about 12 feet — and preferably before the ebb begins. The worst spot for grounding is a mile past the bar where there is a 4-ft shoal. It's on the chart, but in our eagerness to leave on calm mornings, we've often been reminded of it in a more abrupt manner. We like to blame the fact that it's been so many years since the bottom was surveyed that the chart can be inaccurate in places. It doesn't help much when you're on the mud, but it is the truth.

Most of the time, the use of the chart and common sense will afford you a wonderful time in the south part of Tomales. (It deepens again past Hogg Island.) On your the middle of the cove," Ft. Ross Cove sounds marginal to say the least. However, we found the holding ground for a 45-lb CQR and stainless folding Northhill anchor excellent. Despite the Almanac's description, the ominous-sounding rock is well away from

We got enough perch for sashimi and rock cod for fish tacos.

the usual anchorage area, and is clearly evident with its thick kelp growth. Also, the pilot indicates two coves, with the implication that both are anchorages, which is simply not the case. In the southeasterly cove, the swell would be intolerable on any but the calmest days.

Enter the anchorage about 100 yards off



way out, you might try fishing for salmon off the bar. The results can be spectacular.

### **Fort Ross Cove**

Described in the Pacific Almanac (taken from the Coast Pilot) as "holding ground poor and constricted by a rock that uncovers in

Russian Gulch. For seclusion and rugged beauty, the forgotten coast is unforgettable.

the rocks — or as close as your personal constitution allows — on a course of about 30 degrees. (All courses given in this article are magnetic.) Anchor in 35 to 40 feet of



water. You can go within two to three boatlengths of shore to drop your bow anchor; it makes sense to drop a stern hook on the way in.

The cove is a scenic delight, even when you find yourself surrounded by fishing boats at sunset. In Fort Ross, they only add to the ambiance

Like other areas along the forgotten coast, the area is subject to thick fogs. If you're lucky, this will be an early morning or late evening occurrence. Sometimes it can be an all day happening — I didn't promise tanning weather on this scenic tour. Fort Ross Cove also offers some excellent diving. On the way up we got enough perch for sashimi and rock cod for fish tacos. On the return trip we got abalone. You'll need a wetsuit to stay in the water any length of time (like more than two minutes), and watch the swell. If it gets big enough, diving would be dangerous.

The fort was established in 1817 by Russian fur traders. It has been rebuilt several times and is today a state historical landmark

# THE FORGOTTEN COAST



The fishing is good, but don't forget a license. Left to right, Scott, Rufus, the author, Rolf.

and a marvelous attraction. There were relatively few tourists around when we visited and State Park ranger Phil Hill was more than

The truth doesn't help much when you're on the mud.

happy to give us the tour. He said only about five sailboats a year come into the cove.

### Fish Rocks

Swell Cityl Fish Rocks is the first anchorage we've been to in a long time where we had to sit down and brace ourselves simply to undress! Although we spent considerable time trying to figure out what Fish Rock Cove was going to look like based on the *Pilot's* description, the effort was unnecessary. The primary anchorage is behind Fish Rocks and is clear and open. Anchor as close to the seal-covered rocks as you can, balancing the calmer motion with the smell and noise of the sea lions barking."

The more complicated entrance for the inner cove, the Havens, is just south of a wash rock that is clearly visible in the southerly part of the cove during all but the highest tides. (You will find the expression "wash rock" used by fishermen up and down the coast. It generally means a rock that uncovers at low water.) Enter from the south along the shore with the wash rock to port and the shore to starboard, and be prepared to encounter numerous small fishing boats. We didn't attempt to anchor in the Havens

as it was completely filled with them. And anyway, the awe-inspiring rocks and sea lion herds made the outer anchorage worthwhile — even if you did need your sea legs to get around the boat!

**Cuffey Cove** 

Cuffey Cove is about 3 miles north of Elk Rock, which is just over 8 miles north of Point Arena. You can't miss Elk Rock, but Cuffey Cove took us a few minutes to locate.

As shown by the inset on chart 18626, the area around Elk abounds with anchorages. There's a small cove between town and Gunderson Rock, and another just north of Casket Rock. The next one up is Cuffey Cove. We had to go all the way north to Cove Rock before we could absolutely identify where we were. We then left the breakers, located to port of Cove Rock about 150 yards, and the unnamed 12-ft rock (shaped like a kidney bean on the chart) to starboard. Both were clearly visible.

The only other caution is the reef shown on the chart to be 300 yards southwest of "kidney bean" rock. Fishing boats pass over it with abandon, but a local said that once in awhile it catches up to them, and that they simply "don't know any better."



A modern stairway has tamed the dreaded cliff at Mendocino.

With a chart in hand this is not as bad as it sounds. And once you identify it, Cuffey Cove is easy to enter.

### **Albion**

We went into Albion only to find it full of moorings and completely packed with small fishing boats, leaving no room for us to anchor. After going aground at the mouth of

# NORTH TO NOYO AND

the river we beat a hasty retreat. Definitely not recommended for boats drawing more than 5 feet.

Little River

Although our first visit to Little River was only last year, it's been a favorite dog hole



Isobar on the way north. The boat is a 45-ft Harlander design, built of wood in 1962.

for fishermen for decades. The entrance, superficially the scariest for miles, is dead easy if you leave exactly from the bell, heading about 20 degrees, and hug the north shore entrance headland that bears about 330 magnetic from the submerged rock (at

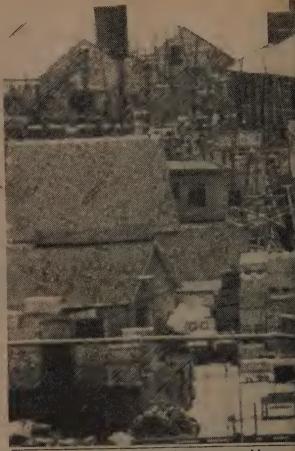
high water only) shown on chart 18628. There are no dangers off the north headland and not only can one pass safely within 50 feet, but it is prudent to do so.

The reason for the attention to detail here is that it's the one place where the

It really is easy
— at least the second time.

chart seems inaccurate, at least on the width of the entrance. It shows about 100 yards, but our best guess would be closer to 50. Incidentally, we entered in fog (visibility less than 1/2 mile) in complete safety because of the entrance buoy on the north shore headland. It really is easy — at least the second time. The first time, we were most apprehensive.

Van Damme State Park is located here, and although this means people, we found the anchorage secluded and the park unobtrusive. Diving was only so-so with fish



scarce. There are hot showers at Van Damme.

### Mendocino

The Mendocino anchorage, like Little River, is a must-stop. Don't let the editor of Pacific Boating Almanac scare you off with his admonishment that it is only for the hardy because of the walk up the "60-foot cliff". He must be in terrible shape, as mothers with babies were doing it quite nicely. (I'm only kidding, editor; perhaps you were there before the trail and stairs were put in!) If you tuck in the western shore of the bay in about 12 feet of water, you can also upgrade the Almanac's "fair protection from the northwest"

### BEFORE YOU SHOVE OFF ...

Cruising the forgotten coast is definitely a varsity adventure. Though not particularly difficult for an experienced coastal navigator, someone unseasoned in the use of compass navigation, interpreting charts and course plotting can get themselves and their boat into real trouble. Skippers must also be able to trust their engine and instruments implicitly, especially the compass(es). You may find yourself more than once going from buoy to buoy in fog on compass courses alone. So if your compass or other instruments need calibration, have it done before you go.

Check and replace any rigging that needs it, too. The main reason so few yachts sail the coast north of the Bay is that it becomes a treacherous shore in a blow. And blow it can. If you have any doubts about your ability to handle 40-knot winds and big seas, don't attempt the forgotten coast until you can.

On the other hand, at this time of the year, you're just as likely to encounter light or almost non-existent wind for days at a time. For maximum security in both situations, make sure to top your fuel tanks off at Bodega Bay and Noyo, because there aren't any fuel docks in between. If you have to, you can jerry can some out from service stations in stops like Fish Rocks and Mendocino.

We're not trying to scare you off with these cautions, were just trying to present the facts and ask that you be realistic in assessing them. Realistically, the next six weeks — from September through mid-October — are probably the best months to cruise the forgotten coast. Generally, the summer wind machine is beginning to shut down and the winter storms have not yet begun to form. In any case, monitor the weather diligently and be ready to run for cover (home if you can) if a big one's on the way.

As you'll see from the text, it is sometimes difficult to stress the importance of entering a certain anchorage the right way without once again sounding discouraging. Suffice it to say that a fair amount of care must be taken to enter most of the coves described. And please don't try entering any of these places at night. Since most stops mentioned here are within 5 to 25 miles of one another, daylight entries should be easy to plan.

If you are not prepared to set at least two anchors (three on some occasions), and to cross check your position from every aspect — and most important, turn back if you're not sure — then don't attempt the more difficult anchorages. Your anchors should be of proven design and of at least the minimum rating for the size of your boat. Each must carry at least 200 feet of rode. Anything less will handicap you in many places. (Isobar carries 250 feet of chain for

# THE FORGOTTEN COAST



Something fishy has been going on in Noyo for a long time.

to "excellent." Once again, we dropped a stern anchor on the way in. We also set a third breast anchor to keep us away from the kelp by the point. We did not see 1-fathom depths at low water as shown on chart 18628 for this location, but closer to 10 feet. At an inch to the half mile, the chart is pretty general for this type of detail.

As usual, even in such an apparently straightforward anchorage, entering from the buoy on a compass course is the recommended way. The anchorage is as beautiful as they come and well worth the

the primary anchor. The two stern anchors each have 350 feet of line and 35 feet of chain. It sounds excessive, but we use it all the time.) Holding ground is sand when you can find the bottom. Thick eelgrass and kelp make that difficult, though water clarity helps you see where to drop the hook.

In many spots, we found the kelp and eelgrass kept us farther from shore than we wanted. The fish boats that anchored out farther had rock and roll evenings, but were able to set their anchors on the first or second try. We often set a stern anchor easily on the way in, then dropped the bow anchor within boat lengths of the rocks, only to have the bow anchor drag.

Finally, generally speaking, forget the outboard when using your dinghy. It will be a liability in the surf or when landing on rocks. And, anyway, rowing is good exercise.

- richard steinke and latitude 38

trouble of setting two or three anchors. The fishing boats usually swing on only one anchor, but they are well out in the Bay where it's much less protected. It's also a longer dinghy trip into shore, though that doesn't often concern the fishermen. To many of them, it's just an overnight sleeping spot.

The town of Mendocino is ever charming

dinners at the Cafe Beaujolais and 955 Ukiah Street restaurants, both of which are excellent. Don't miss it!

### Russian Gulch

Talk about shelter! We were told by a local that schooners wintered here in times past. We aren't well enough versed on local history to confirm that, but Russian Gulch



Downtown Mendocino. The restaurants are fabulous, but keep your wife out of the gift shops if you know what's good for you.

with, from a cruiser's standpoint, good provisioning, a laundromat and such other civilized services as the Sweetwater Hot Tub. We listened to jazz on the lawn and had does indeed offer shelter from almost every direction except west-southwest — which is not a common winter storm direction.

Because of the breakers and shoal shown on chart 18628, the fishermen recommend entering from south of the breakers marked on the chart, keeping the arched bridge just

# NORTH TO NOYO



Albion — not deep, but well protected. Pay attention to the chart when entering.

hidden behind the point. (This is one of the prettier bridges on the forgotten coast, but you'll have plenty of time to admire it from the anchorage. If you can see it on the way in, you're off course!) Also, keep the southerly rocks to starboard. Again, they're easily visible, both on the chart and with an attentive eye. However, the breakers noted on the chart weren't breaking when we entered. This made identifying them slightly more difficult, but as usual, they were well marked with kelp. It's worth mentioning that I found this a difficult anchorage to get myself totally though Rolf,

Only about five sailboats a year come into the cove.

inexperienced navigator but familiar with such coves from diving, felt it was one of our easier ones.

Once inside, Russian Gulch was flat calm and serene. The campground was isolated leaving the beach relatively pristine, and the bridge, as I said, was visually very pleasing. Diving was good, with Rolf bringing up a good-sized abalone in minutes.

Caspar Anchorage

We sailed in and out of the anchorage, but didn't stay. Though a wide open anchorage, Caspar offers a surprising amount of shelter from the prevailing swell. However, compared to Russian Gulch, Mendocino and Little River — which were all nearby — Caspar was relatively unimpressive. If I had to make a choice, I'd probably stay at one of those three rather than this anchorage.

Noyo/Fort Bragg

What a change from the chic boutique atmosphere of Mendocino. Noyo must be one of the biggest fish boat harbors on the coast, and almost all facilities are geared toward that industry. Yachts seldom visit, which is a shame as it is such a nice harbor area.

After trying it, we'll give the town of Fort Bragg a pass next time. About two miles from the harbor, it's not for tourists like ourselves, though it looked to be a pretty place to live. (For nostalgia buffs, the one exception to this is the Skunk Train, a steam locomotive train that offers 4-hour scenic trips through the Redwoods to Willits and back on Friday and Saturday.) Otherwise, everything we needed could be had either at the supermarket at the

top of the hill or in the harbor. The people were friendly, except for Bethel in the harbor office, whose first word was "no," as were most of her others. I thought it was a special welcome reserved for yachts, but apparently everyone gets the same treatment. I would recommend calling ahead for a berth — it's quite busy in the summer and there's little place else to go if they don't have a spot for you. The harbormaster's office monitors channel 66A.

The harbor area best for visiting yachts is Noyo Basin, plainly marked on an inset in chart 18626. If there's no room there, boats drawing five feet or less can anchor along parts of the river bank in all but the lowest monthly tides. For the hardy, there is anchorage in 4 fathoms just north of the entrance breakwater.

We entered in dense fog (this is a foggy coast) and couldn't see from one buoy to the next for a considerable period even though they were less than 1/2 mile apart. Make sure you have an accurate compass and working depth sounder.

oyo was the northern limit of our summer cruise of the forgotten coast. From there we turned around and gunkholed back down the coast. (Another nice aspect of cruising the forgotten coast is that it's a downwind run home.)

We should note that, in the interest of time, we stopped only in the more accessible



It can look cold and foreboding, but Tomales Bay is well worth a summer stop.

and protected anchorages between San Francisco and Noyo. We did not explore those sheltered from southerly winds.

The main message we hope we've conveyed is "Think Northern California" the next time you get the itch to cruise. It's as beautiful as anything to the south, yet has a fraction of the boats, tourists and general hubbub. If you can get your fill of sun before heading north, it is a delightful way to spend a few weeks.

- richard steinke



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# SIX METER WORLDS:

t didn't take long. The local media was all over Pelle Petterson, the three time winner of the Six Meter World Cup, and the pressure was on him to repeat at the Worlds in Marstrand, Sweden, on August 1-7. To relieve some of that pressure, and to put the spotlight on someone else, he announced at the first press conference, "John Kostecki har mycket bra fart."

Oh? Was Pelle getting personal? Was he saying something about our hygiene? From the reaction of the press, John understood

Of course, dark was about 3 a.m....

that Pelle had announced that St. Francis YC's boat, St. Francis IX, was the boat to beat. Now the media — as well as the fleet — was all over the guys from California. No way were they going to stand still and let these young guns come in and take away their World Cup.

But take it away they did, although after

winds. That was good news: they'd been practicing with the old conventional keel for months, but hadn't really tested the boat with its new winged keel. The team was happy to come away with a third behind *Scoundrel*, a new English boat that was blazingly quick in a breeze

The next day, however, our gang learned a lot. Lesson #1: Don't go near the Islands. After rounding the leeward mark first, they headed off to the right side of the course and short tacked up the beach. At the next weather mark they were 18th. Great place for a race course. Lesson #2: Always take more sails off the tender than you need. With the wind at 18 knots, John called for all heavy sails. After the fifth general recall, the breeze had died to about 6-8 knots. Brutal. Between races, they downshifted to their lightest gear, just in time to get nailed by a line squall in the first beat of the next race. Lesson #3: It's slow making baldheaded sail changes, but much better than blowing up your good sails in the Worlds.

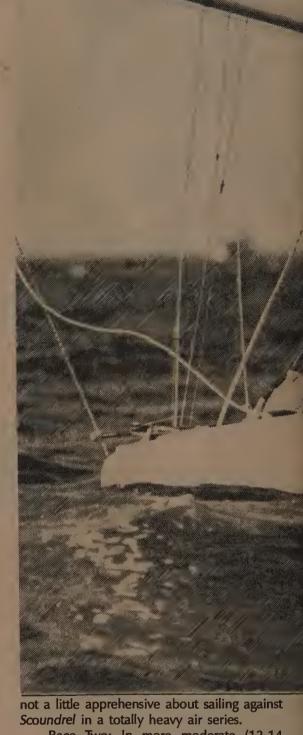
Race One: With big seas and breeze, the opener looked like a duplicate of the first practice race. Scoundrel was launched at the start and never seen again. The next three finishers were new Petterson designs. but St.

BILDSERVICE

the tune-up series the weekend before their chances didn't look particularly stellar. In the first race, John and his crew — Mark Rastello (main), Bill George (tactics), Hartwell Jordan (trim) and Jim Barton (bow) — were pleased to see they had good speed in the 20 knot

"St. Francis IX" — finally, the Six Meter World Champion.

Francis IX, our relatively geriatric Petterson boat, moved up into third after two boats were PMSed. John and the gang felt good, if



Race Two: In more moderate (12-14 knots) but shifty conditions, our San Francisco crew — possibly overanxious to show their stuff — couldn't stay on the right side of the wind shifts and finished sixth. They knew they'd made some mental mistakes, but were confident of their boatspeed and were getting a grasp on the racing area.

Race Three: The crew sensed things were changing — the wind was light and from the northeast. Just what they needed to jumble up the standings. They finished second, with all three boats ahead of them in the overall standings finishing eighth or worse, which catapulted our Bay Area team into the lead at halftime. The next day was a layday, so our boys were able to relax a bit that

# MYKCET BRA FART

Foredeck ace "JimBob" Barton walking softly and carrying a big stick.

night, have a few "stoor starks" and dance until dark at the Society House. Of course, dark was about 3 a.m....

ace Four: Bengt Helston, an L.A. based Swede with Vince Brun and Benny Mitchell in his crew, won his second race in a row. Unfortunately, Benny was called away to his father's bedside in Mallorca, where Big Ben had suffered a stroke in the maxi series. We were all hoping for the best for Ben and his family... This turned out to be a fantastic race for second, with John coming from behind to grind down Pelle in Kratos and

another Petterson design, Sexa Nova, for the deuce. The crew was elated, but looking at the scores after throwouts, they found they were only 2.75 points ahead. They needed a

Race Five: Finally, the honchos of the host Royal Gothenberg YC came to their ... senses and moved the race course about three miles out to sea, far away from the problematic currents and windshifts of the inshore course. Our home team responded by trouncing the fleet, leading at the first mark by a minute and never looking back. The bullet gave them some breathing room, but mathematically the gang knew they couldn't let up in the last race.

Final Race: There was work to do -namely keep Kratos and Sexa Nova from winning the race. If either of those two won,

and if St. Francis IX came in worse than sixth, we would lose. The race committee inexplicably ("We know what we're doing!") moved the starting line all the way back inshore, where once again 3.5 knot currents and local knowledge would come back into play. On the first leg, Pelle had it in the bag, getting way off to the favored left side. Then, he gave it to us, tacking back to consolidate his lead, and instead sinking to eleventh at the windward mark. Good thing, as John rounded in 16th. At least Sexa Nova was in the pooper, virtually in last place.

Pelle gave us a scare when he passed six boats on the next beat. Then, still unable to catch the front runners, he got desperate and took a flyer off to the wrong side of the course and faded to eighth. John and the St. Francis gang crossed the line sixth, more than enough to insure the win. They'd broken "The St. Francis IX Curse", finally doing what Paul Cayard and Tom Blackaller before them couldn't: taking the four year old boat, and through hard work, determination and preparation, win the Six Meter World Championship.

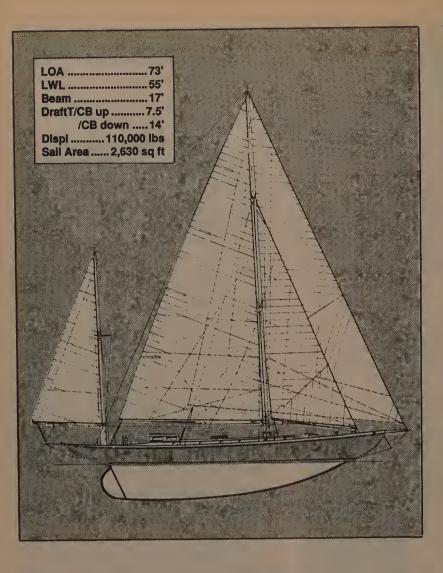
The blurry aftermath consisted of 29 bottles of champagne, lots of toasting, passing the Cup from person to person, collecting the bets, a few mindless speeches and saying



Marstrand, about the size of Angel Island, was a storybook setting for the Worlds.

goodbye to all our new friends. Marstrand had been a great place to vacation, even an okay place to sail. Most sailors went there for one reason: to have a good time. John, Hart, Billy, Mark and JimBob went for two.

- jim taylor



# **ESCAPADE**

When Nikolai and Pamela Tehin decided to move up to a bigger boat two years ago, they set three criteria. Like the old Luders 36 they'd sailed for 10 years, the next boat would have to be wood, it would have to be beautiful and, ideally, it would have a bit of history attached to it.

Nothing in their wildest dreams prepared them for Escapade.

But fate was preparing her for them. The 73-ft yawl came on the market up in Washington's San Juan Islands soon after the Tehins started looking. For any other boat, it's likely Nikolai would have scanned her spec sheet and, with a "let's be real" shrug of his shoulders, kept looking. But Escapadel — just the name can still evoke a combination of reverence and magic matched by only a handful of other classic yachts. For Escapade the busy San Francisco lawyer would arrange a day to go hull-kicking.

"As it turns out, exactly one day was all I could afford to take off at the time," says Nick. "We had just enough time to fly up, sit on the

boat for four hours and fly back home."

It was treat enough just to look at the famous yawl. And there was no denying she fulfilled all their criteria — in spades. "But being realistic, Escapade was quite a bit more than we had in mind," says Tehin. "A lot more. It was a much bigger boat; a much bigger project....

"So we bought her."

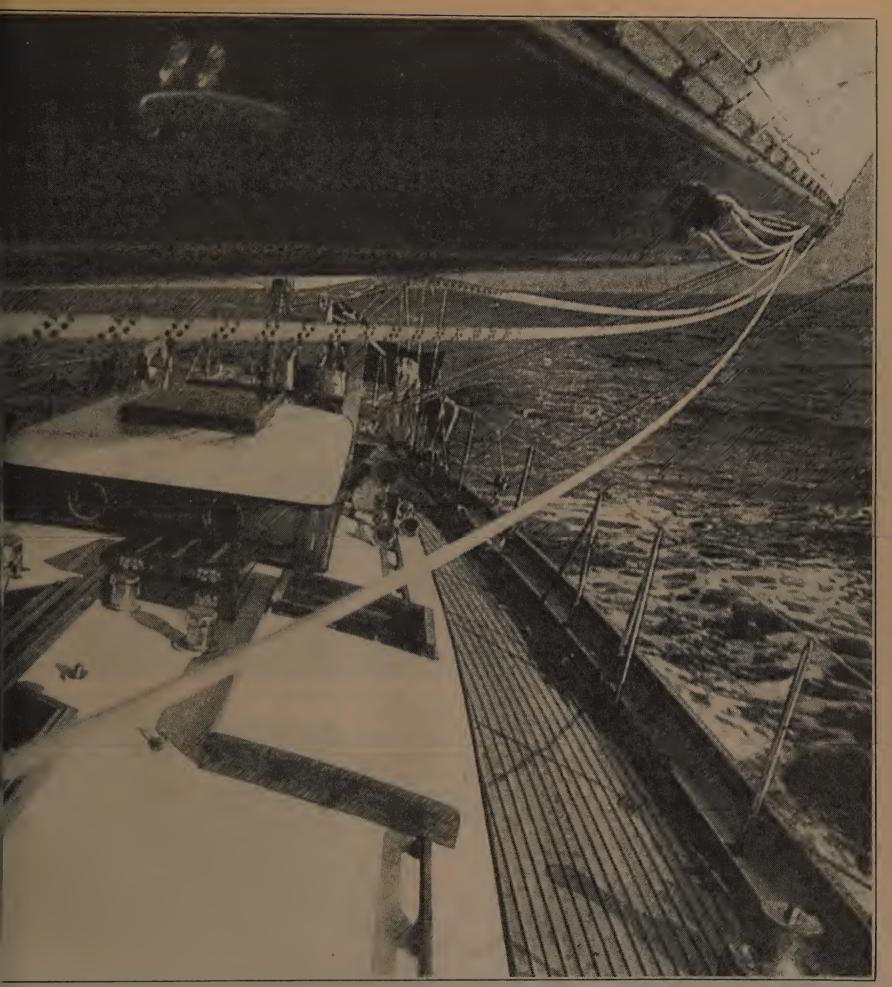
As far as Nick's been able to find out, he and Pam are the boat's seventh owners. In a broader sense, though, they're only the latest in a long line of sailors to come under the spell of the dark-hulled beauty, a line that started one day in 1937 in the New York design office of Philip Rhodes.

Henry Fownes of Stamford, Connecticut, was the man sitting in the client's chair. He had criteria, too: that the new yacht be as large as the CCA (Cruising Club of America) handicap rule would allow, but shallow enough to traverse the Intracoastal Waterway. To Rhodes, the sum of that equation spelled a centerboard yawl and he set about



designing what would be his largest sailing yacht. Escapade's final dimensions: 73 feet overall, 17 foot beam, 7 1/2-ft draft with the board up; 14 feet with it down.

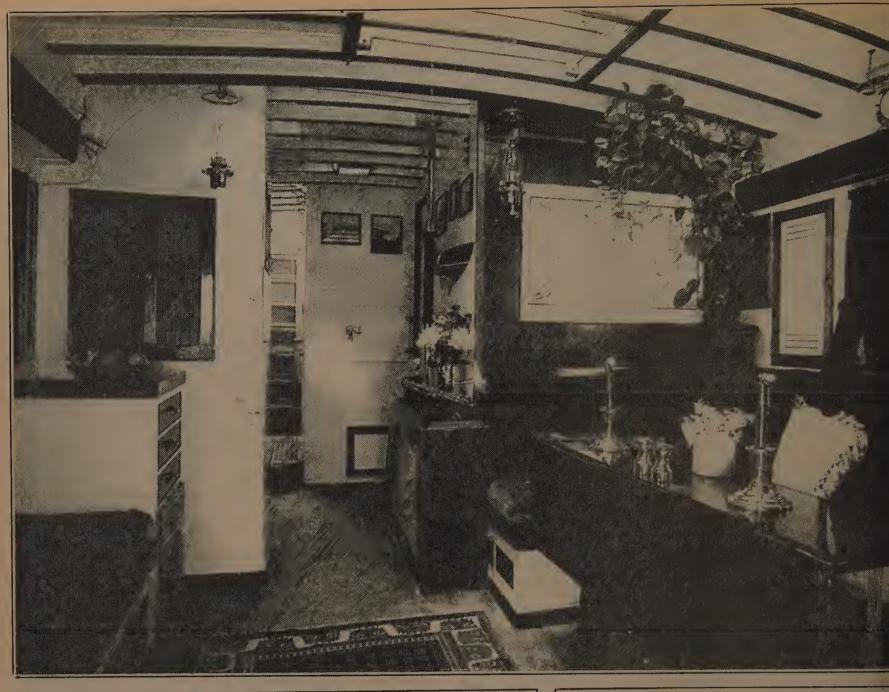
Construction began the same year, and no expense was spared. The boat was built by the Luders Construction Company in Stamford at a cost of \$40,000, a considerable sum in those post-depression years. The framing is white oak, the planking Phillipine mahogany, the decks Burmese teak. Unusual construction features incorporated by Rhodes include abundant use of bronze strapping to reinforce the centerboard trunk and other structural components; dolphin strikers

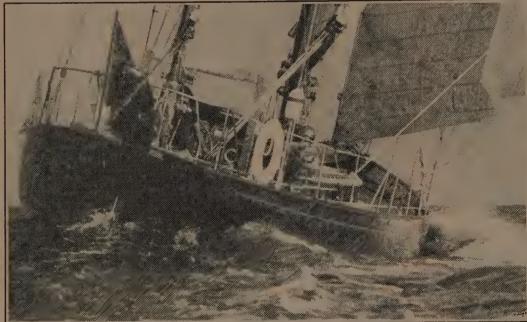


on both the boomkin and bowsprit to help spread the considerable loads of the rig; and discontinuous deck beams. This latter feature was a real innovation at the time, and something of a coup over competitors Sparkman and Stephens, who were then working up their own CCA "maxi rater," Baruna. Though similar to Escapade in many respects, Baruna's designers opted for the more traditional continuous deck beams, feeling they were the only way to obtain the needed strength. Rhodes' system turned out not only to be every bit as strong, it enabled the designer to give Escapade a cavernous 7' 3" headroom below.

Launched in 1938, Escapade did not enjoy a lot of racing success under her first owner, or against Baruna, the boat that was to become her arch-rival over the years. She came into her own, however, under second owner Wendell Anderson, and enjoyed enviable racing success under subsequent owners all the way through the late '60s.

Escapade's first decade and a half was spent racing every ocean event from the Great Lakes to Florida. The big blue yawl always did best when she could stretch her legs on long, off the wind events like the Bermuda, Nassau and Havana Races. Sausalito's Bob Keefe, whose Korean War duty was spent caring for a Navy admiral's schooner in







Key West, recalls one of the latter.

"We sailed the Havana Race with 13 aboard Escapade. There were five in a watch. It was an easy 300-mile race on a course that was almost due south, taking about 45 hours to complete. We sailed the last 100 miles on a beam reach with a ballooner and mizzen staysail, with the boat doing about 12 knots — perfect conditions for the big yawl. We were the second boat to finish behind Ticonderoga, and the race was won by Stormy Weather. On corrected time, one of the big

Cuban yawls was second and Escapade was third."

Of the many races won (about all the big east coast events at one time or another) and records set in Escapade's three decades of competition, probably the most satisfying came late in her career when she shaved three minutes off Ticonderoga's Miami-Nassau record in 1966, beating the completely refurbished Big Ti boats for boat in the process. Ticonderoga was never able to better the 19-hour, 33-minute, 37-second record, which stood for years.

# **ESCAPADE**





Her blue-water victories notwithstanding, Escapade's racing star seems to have shone the brightest in the Great Lakes, where among other milestones, she amassed five fleet wins in the Port Huron-Mackinac Races, something no yacht has done before or since. And in 1951, quite possibly her best year in racing, the big yawl scored a Great Lakes "grand slam," winning the Chicago-Mackinac, the Port Huron-Mackinac, the Rochester Race and the Mills Trophy.

Her successes that year led to the nickname "Queen of the Lakes,"

the first of several monikers she'd wear over the years. Others included "Big Blue" and "The Blue Max," the latter a reference both to her royal blue topsides and to the fact that she "attacked" the competition. (At one time, the name game even worked in reverse when a paint company came out with a color called Escapade Blue.) After a few years of racing the Pacific Coast, she attained another nickname, "Princess of the Pacific."

The 13 crew of the yacht Celebes might well have added "Saviour of the South" to that list in 1958. That was the year the 69-ft Celebes was destroyed by a fire during the Acapulco Race. Just past Mag Bay, an on-the-ball watch aboard Escapade spotted the smoke astern. Owner Jim Camp ordered the sails dropped, and Escapade motored back at hull speed for an hour, plucking Celebes' uninjured crew out of liferafts. In the stuff of which legends are made, they turned around, put the sails back up and sailed the remaining 900 miles to the finish with 25 aboard, taking second to finish and second in class!

The war stories still rage when a group of sailing's elders gather round the table in her well-appointed salon. But with the advent of new rating rules and the emergence of "true" maxi's, Escapade ceased being competitive in the early '70s, and began a new life as a cruiser.

It was hardly "out to pasture" for the old racehorse, though. In fact, Escapade may have put as many or more miles under her keel cruising in the last 20 years than she ever did racing. A perfect example was Gil Frei, who homeported the boat in Antibes, but made regular trips around the Mediterranean and across to the Caribbean for the 12 years he owned her.

Her sixth owner brought her to Washington where the Tehins found her.

One year ago this month, Nick and Pamela sailed *Escapade* from Washington to her new home in Sausalito. Aboard as crew was a who's who of Bay Sailing's iron men, including Bob Keefe, Bill Allen, Ted and Tom Eden (owners of another classic yawl, *Santana*), John Matarangus, Ralph Lucas and Gary Plottner. "The average age of the crew was about 75," laughs the 40-something Tehin. "The youngest guy aboard was Mike Roth. He was only 36, so we made him do foredeck."

At this writing, the boat is in the midst of a major restoration. Admitting to near obsession with the project, Nick and Pamela have amassed a small archive's worth of information on the boat, including copies of Rhodes' original construction drawings. They are looking forward to restoring the boat to the way she appeared in her heyday.

"We're throwing over all the TVs, stereo speakers and anything else that wasn't original," says Nick. "When the boat was hauled out at Svendsens, we pulled off something like 15 tons of bronze and other old metal fittings people had put on over the years. The boat finally rides on her lines again!" Obviously infected by the good-time *Escapade* spirit, the Tehins sold the fittings off as scrap and used the money to throw a big party for the yard personnel and other friends of the boat.

Incidentally, aside from some labor-intensive work on the deck, it's worth noting that the rest of the restoration is cosmetic. The hull and supporting structures (helped by a total rebuild in 1960) remain as sound today as when they were joined together 51 years ago. Escapade's good fortune in that regard is a tribute to all her owners, men with the means and knowledge necessary to both maintain and enjoy a classic yacht of her caliber. Nick and Pamela Tehin intend to continue that tradition — as well as the one that's kept the boat on the move for the last half century.

"By this time next year, we hope to be on our way south," says Nick. The only firm part of the plan is "lots of time in the Caribbean and Mediterranean."

So if you catch a glimmer of blue out on the Bay in the coming months, sail over and take a look while you can. It won't be long before the Queen is back sailing her blue-water realm.

# JUST ABOUT EVERYTHING YOU EVER WANTED

When is the best time to head south?

We suggest departing for Southern California on October 6—the day after Latitude's "Mexico Only Crew List Party" at the Sausalito Cruising Club. While there are exceptions, the coast of California is usually pretty benign in October, with lighter than normal winds and less than the average days of fog. An early October departure date also gives you time to leisurely cruise the Channel Islands and Catalina — nice in the off season — and still make cruiser parties in the Southland. Starting at 0700 on October 15, Minney's Yacht Surplus in Newport Beach will host a Cruiser's Party and Swap Meet in the parking lot of Josh Slocum's Restaurant. You can anchor nearby and be shuttled to shore. Then on October 28 in San Diego, Pacific Marine Supply will be sponsoring the grandaddy of all cruiser get-togethers, the "Cruiser's Kick-Off Party". PMS is located on Canon Street (near Shelter Island), and the party starts at 1800.

If you wait until mid November or December to head south, it's likely to have gotten cold as hell and there's always the chance of

Island Roadstead. The good news is that you can anchor at each of these places without paying a cent.

A tip from 'Romeo Yachtie' to the cruiser taking a special lady along: Most women are anxious about such a cruise and worry they've written off comfort for the next six months. You can alleviate your lady's fears by "watering the flower". Romeo suggests pulling into Monterey and surprising the love of your life with a sumptuous dinner and night in a fine hotel such as the Monterey Plaza overlooking the water. Sure it's expensive, but it shows your lady you're thinking about her and that she can probably expect other pleasant surprises in the future.

The following day you can take her to the Monterey Aquarium, which has an interesting exhibit on underwater life in the Sea of Cortez and John "The Log From the Sea of Cortez" Steinbeck. The exhibit is an interesting one that will whet your appetite for the

upcoming cruise.



getting nailed by a southerly storm. Getting hit on the nose with a winter storm is the worst way to start a tropical cruise.

What are the best places to stop down the California coast?

We suggest San Francisco to Monterey (Santa Cruz Harbor often shoals up after the first winter storm), to Morro Bay (watch the entrance if there's a big swell running) to Santa Barbara and the Channel Islands, to Catalina, to Newport, to San Diego's Shelter What kind of paperwork do I need to take my boat into Mexico? .

Take identification from all your crew to the Mexican Consulate (its new location is at 610 A Street in San Diego) and pay about \$15 to get a six month Cruising Permit. Tourist Cards for all the crewmembers are free. If you're going to be carrying fishing tackle,

# TO KNOW ABOUT CRUISING MEXICO

you must get fishing licenses for the boat and crew. The Consulate can give you directions.

For a fee, some outfits will take care of the cruising permits and/or fishing licenses. Cabrillo Isle Marina on Harbor Island is one of the former; Hook, Line & Sinker is one of the latter.

### What about the Five Year Import Permits?

In late May, Diane Halferty of Eagle's Song in Puerto Vallarta wrote to tell us that the December 1988 change in the Mexican government threw a wrench into the processing of Five Year Permits. Halferty went through all the applications a few months back and found that only a third of the ones filed from Puerto Vallarta cruisers had been cataloged. Since nobody has ever had any trouble getting their Six Month Permit extended, we'd suggest getting to Mexico before worrying too much about a Five Year Permit.

When is the best time to head south from San Diego into Mexico?

Hurricane season isn't considered over in Mexico until November. True, a lot of private sportfishing boats head to Cabo in October for the two big tournaments, but you're advised not to accompany them unless your boat is extremely fast under power and sail, and unless you've got a good weather fax.

Since there's never been a November hurricane off Mexico (there have been several tropical storms), we suggest that you can safely head south the first of November. The only reason we'd wait is if the water temperature remained unusually high.

If you've been beset by delays or think summer in Baja is best, you can safely head south as late as May 1. After that you've got to keep your weather eye peeled for developing tropical storms.

What kind of weather can I expect from San Diego to Cabo?

You can't predict the weather, but figure on winds under 20



If you have to have up-to-the-minute news, Halferty monitors the Chubasco and Manaña nets. If you want to go direct to the source, call Sr. Raul Armando at 7-09-61-27 or 7-09-63-65. Or write him at Av. 20 de Novembre, 4th Piso, Col, Centro, Mexico, D.F. C.P. We still say there's no rush.

over 20 knots 15% of the time; real nasty stuff from the north 5% of the time, and real nasty stuff from the south 5% of the time. So while the odds are in your favor of having good weather, you can still get nailed if your timing is off.

New to ocean sailing? Remember, it's not the high winds you have to worry about so much as big seas. If the winds have been calm for three days and you get 25 knots of wind, the sailing will be great. If, however, the wind has been blowing 30 knots for three

# JUST ABOUT EVERYTHING YOU EVER WANTED

days, the ocean will be awful even if the wind has dropped to 15 knots.

If you're cruising, don't be foolish and battle heavy weather or big seas. There are good all-weather anchorages at Cedros Island, Turtle Bay and Mag Bay in which to take shelter. There are many other decent anchorages for the prevailing northwest winds but only a few for southerly conditions. Jack William's Baja Boater's



Pity the sailor who cruises Mexico without a planing dinghy.

Guide — Part I, has the best list of anchorages for the different conditions.

### What's the weather like for the rest of Mexico?

Cabo is about the only place in Baja that the air and water

temperature stay pleasantly warm all winter.

If you head up into the Sea of Cortez between November and March, you can get the stuffing beat out of you by a Norther. These blow cold, often very hard, and usually last for days at a time. What makes Northers so dangerous in the Sea of Cortez is that the seas become very short and steep. If you've made a lot of hard miles to weather when one whips up, don't hesitate giving them up to find good shelter — of which there is plenty in the Sea of Cortez. Moderate Northers are fine for sailing down the Gulf, but know where the nearest refuge is.

The crossing from La Paz or Cabo to Mazatlan or Puerto Vallarta is usually pleasant unless there's a Norther blowing. But once you get south of Cabo, they tend to blow themselves out; besides, you're running with the breeze. Coming back across from Puerto Vallarta or Mazatlan to Baja at the end of the season can be punishing however, especially for sailors who have been softened

by the easy sailing on the mainland.

Mainland Mexico weather from San Blas to Acapulco usually features light air from the northwest. Everybody complains there's

not enough wind.

If you're a die-hard sailor who hates using the motor, remember that almost all of Mexico is subject to onshore breezes during the day and offshore breezes at night.

Are there dangerous currents in Mexico?

Inshore sets of up to a knot per hour seem partly responsible for putting several boats on Baja beaches in recent years. "When in doubt, go out." This is doubly true if visibility is poor and you don't know exactly where you are. Lights along the coast of Mexico, incidentally, should be treated more like architectural curiosities than navigation aids.

Although not dangerous, there's a southerly current between Isla Cerralvo and San Jose del Cabo. Smart northbound cruisers short

tack up the coast during daylight hours to tack advantage of the countercurrent.

What's this about fog?

Fog is very common off the coast of Baja as far down as Cedros, and not unusual almost all the way to Cabo. A couple of days each winter you can expect low, thick fog — and startling low temperatures — as far south as Puerto Vallarta. Such fogs usually disappear by early morning.

Radar, when interpreted properly, is the great antidote to fog. It allows you to 'see' both perilous shores and threatening ships.

What navigation instruments do I need?

The most important is a pair of dividers so you always have something to clean your fingernails with while at the nav station. Other basics are a swung compass, a calibrated knotmeter with log, and a depthsounder. If you conscientiously record your speed and course in the log every half hour, and if you stay offshore in periods of limited visibility, you should have no trouble DR-ing everywhere in Mexico.

But if you've got some extra coins jangling in your pockets, or if you'll be cruising further, there are some other great navigation

instruments to own. Our breakdown:

Radar — Better than ever in all ways — including much less

expensive. Buy one if you can.

Loran — You probably already own one, and it will be good for the coast of California. They don't work south of Cedros, however,

so they aren't very useful in Mexico.

SatNav & GPS — It would be great to have either one of these. Which one is best for you probably depends on how long you'll be out cruising. SatNav, which provides excellent positions every two or three hours (although in Mexico there are gaps of up to six hours), will remain fully operational until at least 1996 because of the delays of getting GPS operational. SatNav units sell for as little as \$1200. As more people switch to GPS, the price of used SatNav's is likely to drop significantly.

GPS is certainly the navigational system of the future — and to a large extent the present. When fully operational, it will make both SatNav and Loran obsolete by providing exact (to about 75 feet) all-weather world-wide fixes with updates every 29 seconds. It's the

lazy navigator's ultimate dream come truel

The drawback is that the failure of the Challenger shuttle as well as the Titan and Delta II rockets has put the system behind schedule. As of September 1, with another bird about to become operational, GPS gave the following number of hours of operation per day in these locations: San Francisco: 9.5 consecutive hours. Honolulu: 12 consecutive hours. Puerto Vallarta: 8.5 consecutive hours. Panama: 10.5 hours in two segments. Tahiti: 13 consecutive hours. (It takes three minutes to obtain the first fix.)

With GPS satellites going up at rate of one every 60 to 90 days, the gaps in coverage are rapidly shrinking. But because the system is prioritized for three-dimensional (aircraft) use in certain parts of the world, gaps of up to three hours will remain for surface use until late 1990. Thus the practical question facing cruisers today is how many hours of coverage do they need a day. Are 15 to 18 hours of continual positions a day better than 24 hours of positions every 90 minutes to 3 hours?

No matter what your decision, we think one of the sexiest products to hit the marine market in a long while is Magellan's new hand-held, AA battery-powered, fully waterproof (it floats!) NAV 1000 GPS unit. Weighing less than two pounds, this telephone-size unit gives 50 waypoints, lat & long, range and bearing to your destination, speed and course over the ground, time to go and ETA,

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velocity and DMG — the works. While competitors offer similar system features, Magellan really has the jump with this convenient use-on-the-rail-then-drop-it-in-your-pocket-to-take-home-unit. Certainly they'll have numerous competitors soon, because this is going to be the nautical version of the Sony Walkman.

The NAV 1000 lists for about \$3,000 but is sold at numerous locations for several hundred less. Introduced in May, they're said

to have been selling very fast.

How much celestial navigation must I know to cruise Mexico? Just that the sun rises in the east and sets in the west. Thus if you get completely lost, you head east during daylight hours until you find land. With all the cruisers, drug smugglers, fishing boats, and U.S. — Panama shipping, you usually see a couple of other vessels a day. If you must, you can always call them for a position. But if you keep your head it's hard to get lost off Mexico.

I have an alcohol stove. How hard is it to get fuel in Mexico?

Easy, just have it shipped down from the United States. The big problem with stove alcohol is that it's dangerous; the yachtie vets in Mexico will mix it with Kool-Aid and start serving it with hors d'oeuvres.

The other problem is that stove alcohol is expensive. By the time you have it shipped down from the States, your monthly stove fuel bill is likely to be about \$5000 a month — and that's just to heat coffee. A macho country, Mexicans prefer more manly fuels such as explosive propane. Although available in most big cities, you still want to carry two tanks.

Compressed Natural Gas (CNG) is not to be found except in

those with tourista. Diesel stoves are too darn hot.

### Is the water safe?

We used to believe you could drink any water in Baja except in Ensenada. Now we hear people in Cabo seem to be getting quite a bit of tourista. Mainland Mexico water is renowned for curing constipation. Puerto Vallarta water is dangerous. If you've got a power source and a big enough boat, a water-maker is a wonderful thing to have. But everyone should figure on getting at least one good case of I'd-rather-be-horribly-seasick tourista per season.

### What size anchor and rode do I need?

Two sizes bigger than you think you'll need. Remember, you'll be relying on your ground tackle almost every single night for the safety of your boat and a good night's sleep. Folks don't lose many anchors in Mexico, but you still need a second anchor and rode — plus a third anchor, even if it's a glorified lunch-hook.

What type of anchor is best?

During four seasons in Mexico we relied on a CQR. It was fine. During three years of having another boat constantly at anchor in the Caribbean, we relied on a Bruce. He did a good job, too. Our experience is that it's more important how you anchor than what you anchor with. Danforths seem to make the best lunch hooks and stern anchors.

What's there to be afraid of when cruising Mexico?

Nothing really. Roosevelt had it right when he told cruisers "all you have to fear is fear itself". Naturally you want to maintain a healthy respect for the ocean and keep your boat in good running order.

Is language a problem?

No. A big smile is universally understood as a pleasant greeting;

everything after that is just icing on the bilingual cake. English is spoken everywhere in the tourist areas, and nowadays the entire coast of Mexico is a tourist area. Attempts at Spanish are nonetheless still appreciated, if even just por favor and muchas gracias.

But remember to pace yourself when you speak. Mexicans aren't in a hurry and resent Americans with ants in their pants. In other



Cedros Village, an all-weather anchorage on the Baja coast.

words, it's impolite to get to the point.

Can I bring my dog?

Yes, but it's not a good idea. Dogs like to run on shore, where unfortunately they'd mix with Mexican dogs. If you think life is tough for people in Mexico, wait until you see what it's like for bowsers. Most aren't very healthy and they have to be mean as heck to survive. A to-the-death fight between a street smart Mexican chihuahua and a pampered American Pit Bull would probably end in a draw.

Cats seem to enjoy Mexico.

What food and basic supplies should I bring?

With prices of almost everything having doubled or tripled in the last couple of years, it's thrifty to bring everything you can along except for fresh fruits, vegetables and tequila. If you enjoy good wine, bring it in bulk.

## I'm a cruising single. What are my chances of meeting a lady in Mexico?

The odds have gone from none to slim in recent years. There are more women than ever in the tourist centers like Cabo, Mazatlan, Puerto Vallarta and Manzanillo, but chances are you won't want to linger in those expensive areas. Secondly, most of the ladies you meet there are on one week vacations while you're presumably on the loose for at least a full season. As such, Mexico is a BYOF country.

Dating Mexican women is highly unlikely.

Mexico does have whorehouses, but — we're told — they're not like Mustang Ranch in Nevada. They're more like nightclubs frequented by gringo men and adventuresome gringo women.

### What's mail service like between Mexico and the States?

Slow and uncertain. Giving mail to fellow yachties flying back to the States is quick and uncertain — although having U.S. stamps on them increases the odds.

What's phone service like between Mexico and the States?

# JUST ABOUT EVERYTHING YOU EVER WANTED

It's slow and uncertain — when you can find larga distancia. But it is improving.

What's the best way to handle money in Mexico?

There are varying approaches, but we suggest simply carrying half cash and half small denomination travellers checks. If you start out with a three-month supply, you'll only have to refill once during the season — something that can be accomplished by using a



The 'Baja Fuel Filter' — don't leave San Diego without one.

visiting friend from the States as courier.

More and more places in Mexico accept credit cards, but most are them are expensive tourist haunts.

What's the best part of Mexico to cruise?

If you're a surfer who loves point breaks or the rugged, adventuresome type, the Pacific coast of Baja is tops. There's plenty of exploring to be done along what's still a frontier. Cool temperatures and sometimes rolly anchorages are the big drawbacks.

The Sea of Cortez from La Paz to Conception Bay is a moderately travelled frontier with many fine anchorages and few distractions. But don't kid yourself, from mid-November until Easter the water gets cold as hell and brutal three-day Northers charge down the Gulf with unfortunate regularity. Late spring and fall are fabulous, while summer is super for those who can take the heat.

The Middle Gulf islands are rarely visited but said to be fabulous. No surf, though. Gerry Cunningham's charts and cruise guides lead

the way.

Mainland Mexico from Isla Isabella and San Blas to Manzanillo offers wonderful light air, smooth sea cruising, with plenty of fine anchorages. From P.V. south you're in the real tropics, with warm air and water temperatures year round. The drawback is the much greater population density sometimes leads to a little more aggression on the part of some locals. But there's sometimes good surf at Punta Mita.

While there are three distinctly different cruising areas in Mexico, all of them make for wonderful cruising. Don't miss any.

Where can I get fuel?

The most popular places are Cedros Village, Turtle Bay, Cabo, La Paz, Loreto, Mazatlan, P.V., Manzanillo, Z-town and Acapulco. Always use a 'Baja filter' to screen out the water, dirt and small animals that always find their way into Mexican fuel. Bring lots of fuel filters and remember to change them every other time you change your sheets. If you run a diesel, be religious about changing your oil.

Where do I get water?

At pretty much the same locations as you get fuel - unless

you've been blessed with a watermaker. See this months *Changes* to learn how to treat your water to ward off amoebas, tapeworm and other unpleasantries.

# What are the two most frustrating things for most first-time cruisers?

Not enough sex and excessive electrical consumption. First-timers tend to load their boats up with all kind of juice-sucking goodies and then wonder why the two batteries that came as original equipment keep dying.

Finding or making fuel, water and electrical power are major inconveniences in Mexico, which is why it's best to learn to be a conservationist early in the game. For example, disconnect those wasteful pressure water systems unless you've got a watermaker.

What's the best kind of dinghy?

A big one. And make sure you match it with an outboard that's powerful enough to plane the dink with all the crew and a bunch of cargo. The two most common forms of cruiser "false economy" are skimping on ground tackle and dinghy/outboards. Your dink is your daily 'wheels'; invest in the best. You also need a good lock and wire set-up to secure your dink and outboard while in urban and/or suspicious areas. Replacing a dink in Mexico is difficult; replacing a dink anywhere is expensive.

Which is better, a hard or inflatable dinghy?

There is no better, only personal preference. Hard dinks are more durable, but more difficult to stow — especially on smaller boats.

### How many crew must I have to cruise my boat in Mexico?

If you're pretty new to ocean sailing, we suggest you find an experienced hand to accompany you at least to Cabo. It's even

worth paying a bit for the experience.

But with a little intelligence and some hands-on experience, you'll soon find you can probably handle it all yourself. See Buzz Taylor's story in this month's Sightings. Nonetheless, it always safer and more enjoyable if you can find someone — not necessarily a lover — to share the good times with.

The bad news is that many insurance companies are requiring a

minimum of three crew.

### What are the big dangers in Mexico?

There are five:

1. A southerly storm while you're on the Pacific Coast of Baja. The good anchorages for storms from the south are few and far between. Jack Williams Baja Boater's Guide has the best list.

2. Not respecting the power of a Sea of Cortez Norther. Ten seasons ago some survivors of the deadly Fastnet disaster said a three month later Sea of Cortez Norther was even worsel Not all Northers are overpowering, but you should immediately locate the nearest shelter — of which, fortunately, there is plenty.

3. The water in Puerto Vallarta. Bad for decades, it seems to have gotten worse. If you're going to stay long, make sure you

periodically get checked for parasites and worms.

4. The onshore set between Cabo and Cedros. Every year it

seems a couple of boats find themselves on the rocks.

5. Falling prey to the considerable creature comforts and security of La Paz. A gentleman who has often disagreed with us in Letters expressed the following sentiment: 'La Paz is the Bay of Broken Dreams and human wreckage litters its shore and harbor. It's a community of losers: people who have lost their courage or initiative or health or imagination or spouses.' We think that's

# TO KNOW ABOUT CRUISING MEXICO

overstating the case, but there's certainly some truth to it.

Most of all, never forget the importance of keeping on the move and limiting your intake of alcohol. When Nelson proclaimed "men and ships rot in port", he was speaking specifically to cruisers headed for Mexico.

What is the best cruising guide to Mexico?

Jack Williams two Baja Boater's Guides are far and away the most informative, complete — and with a revised edition out October 15 — up to date. Seabreeze Bookstore in San Diego says Williams' guides are their best selling marine titles.

Charlies' Charts and Mexico ChartGuide West cover all of Mexico and both have been popular for years. We say buy all of the above guides. If you're on a budget, there's plenty of used copies of the latter two.

We don't think the large or small scale government charts of Mexico are necessary at all.

Other recommended books for those headed south: The Log From the Sea of Cortez, The Peoples' Guide to Mexico, and Bonfire of the Vanities. The latter is good enough to read twice and will continually remind you why you went cruising in the first place.

Where's the best diving?

The Sea of Cortez. The waters on the Pacific side of Baja and the mainland are too murky and don't have the fantastic sea life of the Sea of Cortez. Bring a wetsuit!

Should I bring along a sailboard?

Only if you're passionate about boardsailing. A few years back boardsails were almost mandatory toys on cruising sailboats, but you see less of them all the time. The reason is they're cumbersome on anything smaller than *Trump Princess* — and you can usually borrow somebody else's along the way.

How many overnight passages do I need to make?

Assuming northwesterly winds and a reasonably fast 35-foot boat, you can daysail all the way from San Francisco to Z-town with just three exceptions: the 130-miles from Abreojos to Mag Bay; the 130-miles from Punta Tosca to Cabo; and the jump from Baja over to the mainland.

But don't fear the night passages. You'll quickly get used to them, and if like many sailors, might find them the most enjoyable passages of all. In fact, we think it's a lot more dangerous to harborhop to Cabo than to make just one or two stops. Shit happens near land a lot more often than it does offshore.

What are the anchorages like?

The Pacific coast of Baja has plenty shallow water anchorages with good holding ground. The exception is Cabo San Lucas where you have to anchor far out in deep water with mediocre holding ground.

The Sea of Cortez also has plentiful shallow water anchorages with good holding ground. La Paz has the famous "waltz" that takes getting used to, and the anchorages at Isla Partida can leave you on a lee shore when corumel winds come up in the middle of the night.

Mainland Mexico has plenty of good shallow water anchorages, although you can lose your boat at tricky Yelapa.

All things considered, Mexico is one of the easiest places in the world to anchor.

Should I bring my spinnaker?

By all means. The spinnaker run from San Diego to Cabo is likely

to be your most exciting sail of the entire season. Besides, Mexico has lots of light air, so setting the chute is often the difference between making good progress under sail or having to burn fuel and listen to the diesel.

Other light air sails, such as light genoas or gennakers, are excellent investments.

Some cruisers always reach for the ignition switch when the knotmeter drops below four knots. What's the rush? Learn to savor



Light air sails are a necessity in Mexico.

light air sailing, drifting and silence. Pretending not to have an engine heightens the entire cruising experience.

How much money should I figure on spending each month?

It all depends on your lifestyle. A couple of days of reckless abandon in Cabo, Puerto Vallarta or Manzanillo can blow a frugal cruiser's budget for the entire month. If you want to keep to a tight budget, avoid marinas and mooring buoys, restaurants, bars and poker games.

The ironic thing is that cruisers who must be frugal out of necessity often have a much better time than those with money to burn. Frugal cruisers have to live life first hand — not a bad thing — while 'the rich' sometimes have to do it vicariously.

What shouldn't I forget?

The "Some Like It Hot" California to Mexico Cruiser's Rally. Sign up at Papi's Deli in Cabo San Lucas when you finish. The Cabo Christmas Regatta between Christmas and New Years in Cabo San Lucas. Details on the Cabo Net. And the 7th Annual "Baja HaHa" Sea of Cortez Sail Week starting in La Paz on Easter.

What else shouldn't I forget?

Mosquitos nets for hatches, stuff to trade, and clothes and little gifts for the little kids.

Any final tips?

Just that you can make your cruise to Mexico whatever you want it to be. For some, a cruise to Mexico becomes little more than an excuse to shut down their brains and not work. For others it's an opportunity to recharge and stimulate their minds and bodies in ways that aren't possible back in the States.

For those looking to get back to nature, there is perhaps no cruising area more suited to it than Mexico — and the Sea of Cortez in particular. Free from crowds, you can live simply. You get lots of exercise through diving, fishing and sailing. You get natural meditation counting the stars and enjoying the dazzling underwater and desert life. Then there's the simple, healthy food: fresh fish, brown rice, a few vegetables and a little fruit. A thoughtful cruise to Mexico is probably the way humans were meant to live.

- latitude 38

### Club Las Hadas Marina & Yacht Club

is the largestly privately built marina in Mexico and host of the International San Diego Manzanillo Regatta 1,100 sq ft of floating dock with electrical installations for 110 and 220 volts, tap water, rest rooms showers, fuel service and commerical plaza with restaurants, shops and delicatessen.
Club Las Hadas also has termis, golf and a club house ovailable.



### Club Las Hadas:

ng canjoyment in one marina than in all of Mexico

P. BOX 51 MANZANILLO 28200 COLIMA MEXICO

PHONE 331-123-50-3:08-88

CLEHME1069556



# **AUGUST CHAMPIONSHIPS**

### **El Toro North Americans**

"We had four complaints after the NAs," laughed race committee chairman Bill Fisher. "One person said the races were too long; another said they were too short. Someone else said it was too windy, while another said it wasn't windy enough."

Which may be a backhanded way of saying the Richmond YC-hosted El Toro North Americans, held inside the Richmond Channel breakwater on August 8-10, were just about perfect. Ninety-three Toro aficionados raced six races (one throwout) in four different divisions without one protest being heard. "It's like a big family out there," explained newcomer Pat Vincent, who earned the nickname "Tricks" because he had everything but an onboard computer on his souped-up El Toro. "In close situations, people will give each other a break—after all, in eight foot boats, ducking someone only means giving up a few inches!"

— after all, in eight foot boats, ducking someone only means giving up a few inches!"

The regatta, held in conjunction with the 50th birthday of the lilliputian design, was a relatively windy one. The first day of racing, Tuesday, was a blowout, forcing three races each on Wednesday and Thursday. The steady winds insured that there would be no surprises in the winner's circle: three of the four division champs were repeaters from last years NAs. Repeat winners were the ever-speedy Kui Lim of Hawaii in the Gold Division (the "varsity" fleet, which was split away from the Silver fleet by an elimination series), 14-year-old local Toro terror Matt McQueen in the Youth Division (under 15) and Garret Greenwood of Tacoma, Washington in the Intermediate Division (ages 15-18). Sequoia YC's Terry Schmidt, normally a Gold fleeter, missed the eliminations due to work commitments and was forced to sail in the Silver Division, which he won easily.

Gold Division — 1) Kul Lim, Kaneohe YC, 3.75 points; 2) Steve Briggman, San Jose SC, 18; 3) Patrick Vincent, RYC, 18; 4) Jason Fain, RYC, 22.75; 5) Dennis Siiva, RYC, 23. (26 boats)

Silver Division — 1) Terry Schmidt, SeqYC, 3.75 points; 2) Cathy Doering, Fremont SC, 18; 3) Brian McGihon, Trinity SC, 20.75; 4) Charies Kelser, Fremont SC, 25; 5) Jim Cozine, Fremont SC, 27. (25 boats) Youth Division — 1) Matt McQueen, RYC, 5.25 points; 2) Rebecca Harris, RYC, 12.5; 3) Johno Walsh, RYC, 13; 4) Jonathan Mosley, SFYC, 15.5; 5) Jenny Greenough, RYC, 25. (29 boats)

Int. Division — 1) Garret Greenwood, Tacoma, Wa., 7.25 points; 2) Vaughan Seifers, RYC, 10.75; 3) Brandon Paine, RYC, 10.75; 4) Geoff Schneider, Annapolis, Md., 17.7; 5) David Wilson, RYC, 26. (13 boats)

### · Santa Cruz 27 Nationals

Santa Cruz YC's Steve Brooks rode his Jamie's Pony to three straight bullets in the final three races of the Santa Cruz 27 Nationals, more than good enough to corral this year's championship. Berkeley YC hosted the five race, no throwout regatta on August 10-12, which consisted of four Olympic Circle buoy races and an ocean race out to the Lightbucket and back. Seven boats each from Santa Cruz and the Bay competed in the moderate air series.

The early leader, Gary Evans' Interlude, entered the last day in first place, but a fifth and a sixth dragged them into second overall. Bret Gripenstraw's Kurzweile, with sailmaker Howie Marion aboard, ended up third after marring an otherwise fine series with a ninth in the distance race. The top Bay boat was Brad Whittaker's Concubine (formerly the totalled Sundance), which sailed to a comfortable fourth with sailmaker Wayne Kipp among the crew. Whittaker's crowning moment in the regatta was moving from ninth to a third place finish in the distance race by splitting from the fleet on the way home.

Jamie's Pony, named for Brooks' daughter (yes, she eventually got her pony), opened slowly with a pair of fourths. But with Dave Hodges onboard, fresh off a victory in "that other 27-footer's nationals", and a stellar crew (Andre Lacour, Ian Klitza, Steve Dilbeck, Doug Kirk and Pat Brown), Brooks soon found the pace, also winning the trophy for top owner/driver.

The only mishap (other than Matt Dini's Dynaflow getting DSQed in the last race, dropping them out of second overall) in the regatta was the dismasting of *Phyllis Swift* in the second race. Next year's nationals will return to Santa Cruz, and hopes are high that some boats from the midwest, where the sturdy little rocketships are once again being built (in Minnesota this time), will make the trip.

— frank laza

1) Jamie's Pony, Steve Brooks, Santa Cruz, 10.25 points; 2) Interlude, Gary Evans, Santa Cruz, 16.75; 3) Kurzweile, Bret Gripenstraw, Santa Cruz, 18; 4) Concubine, Brad Whittaker, San Francisco Bay, 25; 5) Bloody Mary, Franz Kiitza, San Francisco Bay, 28; 6) Variety Show, Dan Borror, Santa Cruz, 28; 7) Dynaflow, Matt Dini, Santa Cruz, 29.75; 8) Mariey, Mark Dini, Santa Cruz, 39; 9) Hot Fiash, Regine Boysen-Yee, San Francisco Bay, 44; 10) Tangerine, Mark Green, San Francisco Bay, 56. (14 boats)

### Santana 35 Nationals

Alameda restauranteur Jim Bonovich has won the Catalina Race, the TransTahoe Race, a couple of seasons in the ocean and a whole bunch of bay races on his Santana 35 Wide Load. But he's never won his class nationals up until now. And Wide Load didn't just win the San Francisco YC-hosted Nationals on August 17-20 — she annihilated the tiny seven-boat fleet



El Toros make you happy!



Below, a wet "Pony" ride.

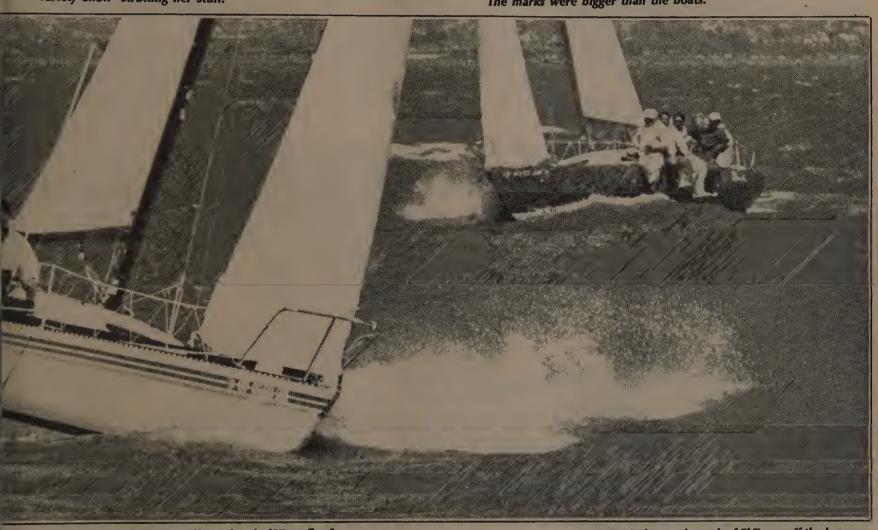




"Variety Show" strutting her stuff.



The marks were bigger than the boats.



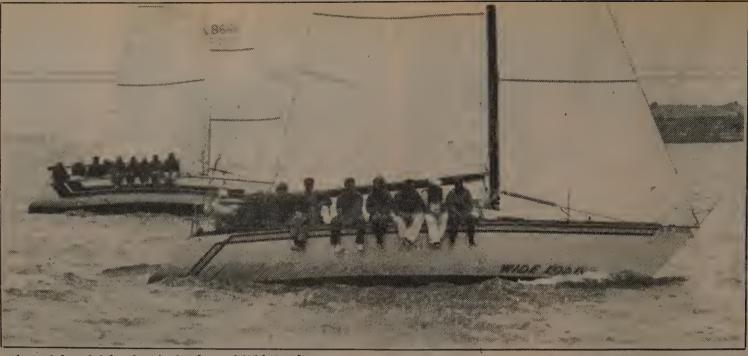
Above, "Jamie's Pony" gallops ahead of "Dynaflow".

Below, a six-pack of El Toros off the breeze.



APSTRALL ARESTRALL

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Above, left and right: the winning form of "Wide Load". Below, wet 'Balls at the leeward mark.



Below, a pair of wired I-14 sailors.





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Below, sweet dreams are made of this.



# **AUGUST CHAMPIONSHIPS**

with straight bullets.

Unfortunately, Bonovich couldn't be there because of a herniated disk in his back. However, he left the boat in the capable hands of crew boss Dick Pino and helmsman Chris Corlett. Their "smooth" crew, many of whom have been on the Load since she was new in 1980, consisted of Dave Alaimo, Kevin Bagg, tactician Ray Delrich, Dave Hecht ("the world's only blind foredeck man"), Cindi Johnson, Rhonda Peterson and Steve Sundeen.

Corlett, who's having a great summer, took each of the first five races (two buoy races on the Circle, an 18-mile distance race and two Cityfront tilts) in the six race, one throwout series by over a minute. After winning about a \$100 a day in side bets (and copping all the snappy wristwatches that were the daily first trophies), the fun-loving bunch called it quits: They elected to watch the last race from a Grand Banks 42, armed with a gallon of Stoli and other libations. "We won because we're all such clean livers," deadpanned Pino.

Others claimed their average crew weight had a lot to do with it — "They averaged 191 pounds, including two girls and Corlett!" marveled a competitor. Bonovich also recently refurbished the boat, including removing some speed-inhibiting IOR bumps. Their closest competition came from Jim Graham's *Swell Dancer*, which also sat the last race out after mathematically locking up second place, and Bob Bloom's YRA winner *Dance Away*. The Santana class goes at it again on September 9-10, when the Plaza Cup in Monterey is expected to draw twice as many boats as the ill-attended Nationals.

1) Wide Load, Samuel "Jim" Bonovich/Chris Corlett, EYC, 3.75 points; 2) Swell Dancer, Jim Graham, MYCO, 12; 3) Dance Away, Bob Bloom, BYC, 18; 4) Wild Flower, Art Mowry, StkSC, 19; 5) Excalibur, B. Mayo, EYC, 19; 6) Flexible Flyer, Mike Creazzi, 21.75; 7) Dream Machine, J. Altken, StFYC. (7 boats)

#### **Moore 24 Nationals**

Morgan Larson, the budding superstar from Santa Cruz, won the lightly attended Moore 24 Nationals in San Diego on July 26-29. A disappointing six boats showed up for the four day, 13 race (two throwouts) series, which was sailed in light to medium winds. Larson and his light crew (Pat Andreasen, Trevor Gledhill and a different San Diego local every day) sailed Mooregasm to victory in five of the races, including the 15-mile "long distance" race.

"It was a really competitive fleet; any of four boats could have won," figured Larson, who borrowed Mooregasm from owner Dave Josalyn. Looking at the results, however, it appears that the real fight was for the bridesmaid spot, with Moore Animals, sailed by Peter Shorett and the Animal House (a Santa Cruz based Olson 30) gang, barely squeaking past UC Berkeley collegiate sailing hotshot Seadon Wijsen on Bitchin' and sailmaker Dave Hodges on Adios.

Regatta chairman Aaron Sturm likened the intense short (e.g., 20-30 minutes) course racing to a golf game: "You miss a few putts, and you were off the pace." According to Hodges, "It was a really good series. The only bummer was the turnout — where was everybody?"

Larson, at the tender age of 18, is no stranger to national titles: he won the Sears Cup in 1988, and has crewed on winning boats in two Express 27 and one SC 27 nationals. Morgan's next challenge will be collegiate racing, which he's looking forward to beginning this fall at the College of Charleston, South Carolina.

1) Mooregasm, Morgan Larson, Santa Cruz, 20.75 points; 2) Moore Animals, Eric Malmberg/Peter Shorett, Santa Cruz, 27; 3) Bitchin', Doug Sheeks/Seadon Wijsen, Santa Cruz, 29.75; 4) Adios, Scott Walecka/Dave Hodges, Santa Cruz, 31.5; 5) Valkyrle, Bill Betzer/Rick Harris, Coronado, 41; 6) Banzal, John MacDougall, Santa Cruz, 55.75. (6 boats)

#### **International 14 & Fireball Nationals**

Richmond YC hosted the five race, no throwout International 14 Nationals in conjunction with the six race, one throwout Fireball Nationals on August 18-20. "By having one big regatta instead of two separate ones, we were able to insure better race management and shoreside activities," claimed regatta chairman Kers Clausen.

The races were held in 15-20 knot breezes on courses between the Berkeley Circle and Alcatraz, so as not to snap any masts if boats turtled on the Berkeley Flats. In the I-14 class, a pair of British brothers, Neal and Duncan MacDonald, found the windy conditions to their liking, posting five bullets in their aptly named Little Rocket. Class newcomer Zack Berkowitz and Karl Baldauf sailed Scared Skiff to straight second place finishes, followed by Team Toschi on their Carbon Copy in third. The MacDonalds, house guests of the Toschis in town early to train for the upcoming 120-boat I-14 Worlds, apparently had no compunctions about rudely pounding their hosts (and everyone else) on the race course.

In the Fireball fleet, SBRA champ Craig Perez and crew John Zschokke also fired off five bullets in their Just a Little to beat out the Lassiter/Hellier team on Tachyon III and the Rowland/Arens effort on Clausen's Still Crazy After All These Years. In the planing conditions, both the I-14 and Fireball fleets quickly established pecking orders which didn't change much as the weekend progressed.

# AUGUST CHAMPIONSHIPS

iNTERNATIONAL 14—1) Neal McDonald/Duncan McDonald, ltchenor SC (England), 3.75 points; 2) Zack Berkowltz/Karl Baldauf, StFYC, 10; 3) Steve Toschl/Anne Toschl, StFYC, 21; 4) Ron Boehm/Pete Mohlet, Santa Barbara YC, 26; 5) Tom Wondolleck/Bill Fleids, EYC, 29. (18 boats)

FIREBALL — 1) Cralg Perez/John Zschokke, RYC, 3.75 points; 2) Peter LassIter/Chip Hiller, Grasam Water SC (England), 10.75; 3) Andy Rowland/Eric Arens, Mayflower Salling Club (England), 16; 4) Scott Rovenpera/Larry McCallum, Diablo SC, 22; 5) Pat Grey/Scott Hayward, RYC, 22. (12 boats)

#### **Knarr Internationals**

At the beginning of the St. Francis YC hosted International Knarr Championship, held on July 29-August 5 off the Cityfront, 26-year-old Troels Bjerg of Denmark coached the local media on how to pronounce his name. He must have known that everyone connected with the six race, one throwout regatta would be saying it all week long, and he didn't want anyone to confuse him with his countryman, three-time IKC winner Frank Berg.

And say his name they did: the young Dane stepped into fast boats and slow boats in the

And say his name they did: the young Dane stepped into fast boats and slow boats in the round-robin series, always with the same stellar results. He ended up with four firsts and a third to win the international championship with 5.7 points, the lowest Olympic score ever posted in the 21-year history of the event. That a Dane won was no real surprise (Danes have won 12 of the last 13 IKCs), but the convincing style in which Bjerg did it turned a lot of heads. The two bullets Troels left on the table were earned by the "other" Berg, who found the pace in the third race, and local Knarr stalwart Grant Settlemier, who led the opener all the way.

Bjerg and his agressive crew — who honed their skills in Yinglings, Optimists, 505s and offshore boats — showed relentless speed all week. "They're among Denmark's finest young sailors," said 1980 IKC winner Larry Drew, who came in fourth this time. "The two Danish teams (Bjerg's and Berg's) were more serious and professional than we've witnessed in previous IKCs," claimed Mill Valley's Wayne Stranton, who placed third.

Americans, led by Stranton and crew (Hans Williams, Joel Fong and Mark Horrik) took the next six positions after the Danish duo. But ultimately, it was Troels Bjerg that was the star of the show at the '89 IKCs. Oh, and about that name: you pronounce it BEOW (as in MEOW with a B), followed by the JERG part. And growl a little when you say it.

- saloma fisher

1) Troels Bjerg, Denmark, 5.7 points; 2) Frank Berg, Denmark, 24; 3) Wayne Stranton, StFYC, 37.7; 4) Larry Drew, SFYC, 52; 5) Grant Settlemier, StFYC, 56.7; 6) Terry Anderlinl, StFYC, 58.4; 7) Bob Flsher, SFYC, 62.9; 8) Jlm Skaar, StFYC, 64.4; 9) Christian Rasmussen, Denmark, 71.2; 10) Jens Ive, Denmark, 72. Other US boats: 13) George Rygg, SFYC; 14) Cralg McCabe, StFYC; 15) George Sayre, StFYC; 16) Mickey Waldear, GGYC; 18) Knud Wibroe, SFYC; 22) Al Blair, CYC. (25 boats)

#### **Hawkfarm Nationals**

To no one's surpise, Richmond YC's Patrick Vincent dominated the Hawkfarm Nationals, hosted this year by Vallejo YC between July 28-30. Sailing his family's Mercedes (named after his mother, not the car), Pat put together a 1,3,1,1,4 series to easily beat out runners-up Dave Henkel and Bill Patience on Warhawk and sailmaker Jocelyn Nash on El Gavilan. "Even beforehand, we knew the real battle was for second," claimed Patience.

"The whole fleet's improved a lot since last time," allowed Patrick, who only checks in with the Hawkfarms once a year due to numerous other sailing projects (e.g., the El Toro NAs and the 505 Worlds in England). However, sailing with his "regulars" — Greg Paxton, Mike Duvall, Bruce Cibley, Bill Travis, Doug Hodges and Tim Logan — Vincent once again made it look simple, winning the Nationals for the sixth time in the 13 times they've been held.

Vincent et. al. even made a bizarre man-overboard drill look easy, when a lifeline parted a few hundred yards before the finish of one of Saturday's buoy races, sending Logan and Travis into the drink. The Mercedes men never lost a beat, expertly spinning the boat and retrieving both men without losing a place. "It was an impressive display of seamanship," said Patience, who had a front row seat for the show. "The whole recovery probably only took 30 seconds!"

Apparently, Vallejo YC — hosting its first national championship in 15 years — did a bangup job. The format for the regatta was particularly well recieved: essentially it was a Vallejo Race weekend with an extra day of buoy racing sandwiched between the race down and back. A full range of wind conditions — a ripsnortin' ride from Richmond to Vallejo on Friday, three moderate air round-the-buoys contests in San Pablo Bay on Saturday and a finish in zepyhrs on the way home Sunday — provided a fair test for the small nine-boat fleet.

1) Mercedes, Patrick Vincent, RYC, 9.25 points; 2) Warhawk, Bill Patlence, EYC, 14; 3) Ei Gavilan, Jocelyn Nash, RYC, 14.75; 4) Notorious, James Hirano, QYC, 19.75; 5) Cannonbail, Rick Schuldt, RYC, 27; 6) Night Hawk, John Slegel, SCYC, 27; 7) Eyrie, John McKay, VYC, 31; 8) Rainbow Chaser, Paul Lamb, EYC, 39; 9) Animal Eye, Steve Siecrest, SCYC, 44. (9 boats)



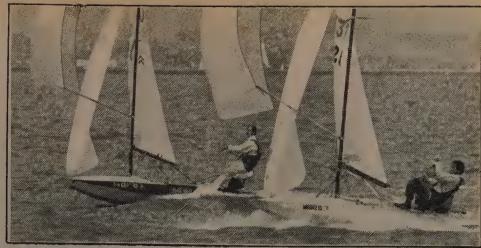
Above, ten seconds to the Knarr start.



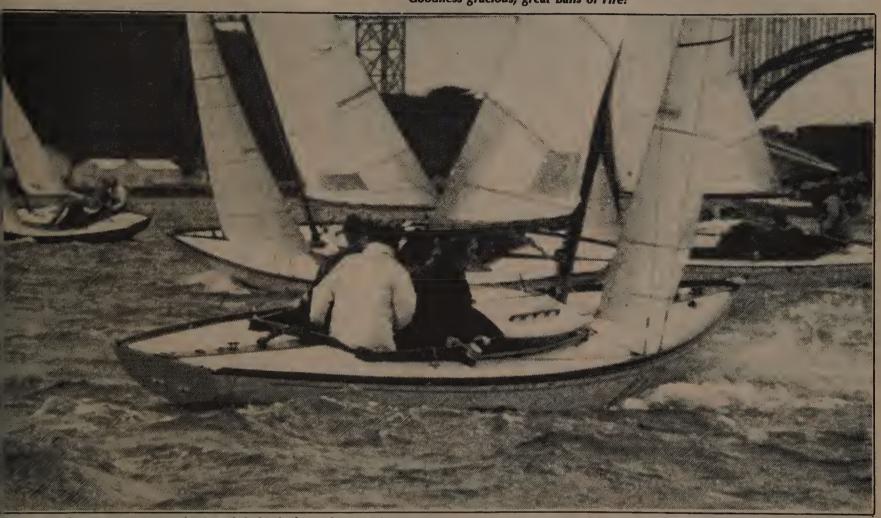
Below, starboard!







Goodness gracious, great Balls of Fire!



Above, Knarr star Troels Bjerg (left) leads the pack past Anita Buoy.

Below, turbulent times in the Hawkfarm Nationals.





# MAX EBB

Watching a sailboat race has never been my idea of an exciting time. Even for a knowledgeable sailor, things happen just plain too slow for sailing to ever amount to much as a spectator sport. But when a business associate of mine — a member of one of the



Sailors hate 'em, spectators and photographers love 'em — crashes come in all forms on the water.

most prestigious yacht clubs in the city — invited me over to his club for lunch during their annual Big Boat Series, I immediately accepted. It seemed like a good excuse to get out of the office for an afternoon, even if there wasn't anything going on out on the Bay worth watching from the inside of the club dining room.

Now, I've sailed in more races than I can count that started and finished right in front of that club, and I've also been to many years worth of post-race parties and awards banquets there. This time I would be going as a civilian. And I have to admit, I was

staff what race you're in or what meeting you're there for. But this time, it was "no event ID, no entry." The people who usually guard the gate recognize me, but they were nowhere to be seen.

There was only a moment's delay, however, as my host and two more of his guests walked over from the parking lot. He introduced his friends, two non-sailors with whom he worked. But while we were exchanging greetings, four very noticeable young women, who could accurately be described as "dressed to kill," walked over and positioned themselves almost between our group and the door of the yacht club.

Do you know what time the class A boats are finishing today?" asked one of them.

I obligingly explained that it would all depend on what course the race committee signalled, and what the wind conditions were like, but that 4 o'clock would be a good guess. Meanwhile, my host had flashed his membership card to the guard and we had all started to move in through the doors. The women walked in right along with us, but once we were safely past the entrance lobby they bore off sharply to starboard and went down the hall to the main bar.

"Those girls just used us to sneak into the club!" exclaimed one of the guests, obviously unfamiliar with the ways of the sea.

"Groupies," said our host, sounding like an ornithologist identifying a common species of bird to an amateur. "They think they're going to meet rich yachties by hanging out here during the Big Boat Series. Are they ever in for a surprise."

"What do you mean?"

"Well, the owners may be rich all right, but I don't think they're exactly what those women have in mind, even if they do get to meet one."

"There's a secretary in my office," said the other guest, "who's done a small amount

laughed. "Although there are a few. What you will find here, though, are hundreds of career sailing bums — both amateur and pro, and mostly impoverished — having a great party after the race."

"That's surprising," said the lunch guest as we walked by the very posh lounge toward the stairs to the dining room. "I always imagined this yachting stuff to be a very upscale thing to do."

"It has that element," I answered. "But you'd be surprised what a mixed bag of characters most of the racing crew are. If it's upscale they're looking for, our groupies would have better luck at one of the more expensive bars in the Financial District."

Whatever it was that had made us degenerate into casting everyone around us into medieval behavioral stereotypes, the mood passed when we were seated at our table. We were right by the window, and the



Watching a sailboat race is about as exciting as watching the grass grow.

looking forward to my lunch in the upstairs dining room. I took a taxi from the office so as to avoid the inevitable parking lot problems during the series.

Security was tighter than I had ever seen. It's normal to have to explain to the

of sailing, and evidently met a couple of her boyfriends that way. She says that now she won't even consider dating a sailor unless his age is bigger than the length of his boat!"

"Well, I don't think she'd find too many people around here who would qualify," he

# DOES LUNCH

view was spectacular, of course. The first division of boats to start was working their way up the tide relief behind Alcatraz, but at that distance we had no real impression of the size of those monsters. One brave tactician had taken a flyer over to Angel Island, hoping to find more wind bend and possibly even some late ebb underneath Point Blunt.

We ordered drinks, then lunch, and discussed business for a short time. Then the conversation turned back to sailing.

"The only time I've ever really watched a sailboat race," commented one of the non-sailors, "was the America's Cup coverage the last two years. It was pretty interesting, but I didn't watch the whole thing."

"Sailing is an inherently poor spectator sport," I explained, "and America's Cup racing is one of the worst formats to watch."

No film medium can match the live action of a mark rounding like this. It also shows why spectators must stay well clear of marks. "Well then, why did people make such a big deal about going to Newport every four years, or whatever it was, to see those races?"

nobody out there had the slightest understanding of what was going on."

"The attraction, then, must have been the social scene, or the mass mentality of being a part of a thousand-boat spectator fleet," he observed.

# Half the people in the dining room stood up for a better view.

"It was completely pointless, and maybe that's what gave it some of its appeal. First of all, even if you could get on a good spectator boat, you were still so far away that all you could see were two white dots on the horizon. And if you could, by some magic, get close enough for a good view, conditions off Newport were so mild that there was really nothing happening worth watching. And if something exciting did happen, almost

"I watched an America's Cup race from an airplane once," said our host. "It was actually very exciting."

"Were you able to get a good view of

the pre-start tactics?" I asked.

"Every time we looked down at the boats," he continued, "we might just as well have been looking at models glued to a piece of glass. A boat going six knots appears completely stationary when you're going 100. By exciting, I mean we sure had our hands full keeping clear of all the conflicting air traffic There were heavy twins, helicopters, a blimp, private jets and light single-engine planes everywhere we looked. There was only one traffic rule: circle counterclockwise. I was scared to death!"

"I thought the last two America's Cups were supposed to be a little more interesting for spectators, though," commented the guest.

for spectators, though," commented the guest.
"Only because of the on-board cameras,"
I said. "And the skill of the production staff to
mix in the various views, and to cut to
interviews and background features during the
lulls in action. What we saw was a media
production, and for most viewers it was far
more interesting than actually being there."

"And squinting through binoculars at the two dots on the horizon," added our host. "I give Gary Jobson and ESPN a lot of credit for the degree of success that coverage achieved. He knows enough to sound smart to the experts, but he doesn't forget the neophytes."

The fleet was finally approaching the Cityfront, and our attention turned back out into the Bay.

"That boat that went over to Blunt looks like they're in pretty good shape," said my friend. "Not a bad movel"

"I don't know — they still have to cross the worst of the flood to get into the relief that the rest of the fleet has inshore. I bet they lose their lead before they get to the mark."

"You mean that boat way back there?" asked one of the non-sailors. "Looks to me like the other boats are already way out in



# MAX EBB

front."

"But they're upwind. When these boats tack back, they'll have to cross behind...."

We spent the next five minutes giving a

sailing lesson.

"That's fascinating," he mumbled, eyes glued to the yachts tacking off the piers and breakwaters along the shore to the east.

The lead boat tacked within what seemed like a boat-length of the window. The wind was already up to about 25 knots, and we had a perfect view. There was kevlar flogging, winch handles spinning and bodies jumping all over the boat.

"Wow, those guys really have to put

outl" observed one of the guests.

"Nothing like the beer commercials," I

The next two boats were in a close opposite-tack crossing situation, and the port boat was forced to tack back toward shore. We could see the foredeck crews struggling to complete their spinnaker hookups in the middle of an unplanned tack. Then two more boats approached the club on parallel courses, requiring a "sea room!" hail. We were quoting racing rules as fast as we could talk

Then the boat that had taken the flyer over to Angel Island converged with the fleet. It was a tight one, but the lead boat on port tack just barely cleared in front. The first boat around the mark, however, was the one that had been in third place just a few seconds before. The port tack lift off the beach took the first two boats above the lay line, and number three, despite having to pinch for the last two lengths to fetch the mark, moved up to first place.

The first three spinnaker sets were flawless, but the fourth was a disaster. The chute broke open too soon, and filled with the halyard only two-thirds up. Evidently neither the afterguy nor the halyard could be ground in fast enough, and before the sheet could be dumped the huge boat was on its ear. Half the people in the dining room stood up for a better view.

"This is where the expression 'three sheets to the wind' comes from," I joked.

"I'm amazed that a boat that big can keel over that far!" said one of the guests. "Do they ever capsize?"

Lunch was served while I tried to convey the basic function of a ballast keel, stressing the fact that the word 'keel' is a noun, not a verb. My poached salmon was excellent, as was the yacht club's house chardonnay. We had some time to breathe before the next class came into view.

"I saw some good video coverage of something called a 'Formula 40' race a few months ago," said one guest. "It was actually

# BIG BOAT WATCHER'S GUIDE

In good years, the Big Boat Series draws more waterborne spectators than any other racing event held on the Bay. Most of the time, the only problem the spectator fleet has is trying to avoid bumping into each other. But over the years, we've seen several potentially disastrous near-collisions between the racing boats and boats full of spectators. All these have been the fault of the spectator who, through either ignorance or stupidity, put his boat in harm's way.

Watching any Big Boat Series from the water is a real thrill. Here are some tips to help you both enjoy — and survive — it.

1. Know What's Happening. If you are not familiar with how sailboat races work, go with someone (or take someone) who is. If in doubt, or it's your first time, hang out with the other spectator boats, and stay well clear of all marks.

2. Don't Underestimate two things—
the speed of the race boats or the
importance with which the Big Boat Series is
regarded by their owners and crews. Big
Boats like the 70-rater sleds that will be
racing this year can go downwind at more
than 20 knots. If whatever you're in can't do
at least 15 knots, don't try crossing in front of
them. (Latitude's photo boat does 25 knots
and we sometimes have trouble staying out
of the way.)

3. Know the Course. Get a copy of the course sheet, so you can figure out which course the fleet is sailing. If you can't actually see the course signals at the start, find out which VHF frequency the Race Committee is using, and listen in while they're setting marks. Don't call the race committee.

4. At the Start. Watch from just beyond the left end of the line, where you can get in fairly close without causing any bad air or water. Listen to the StFYC whalers! The biggest hazard is hitting another spectator boat.

5. Upwind Leg. There are no Bott's rlot out on the water, but it's considered bad

form for non-racers to invade any part of a race course when the racers are on it. If you have to cross under the stern of a racing boat close hauled, do it only when you're on port and you're sure the racing boat understands that you see him and will keep clear. Never cross close with a port-tack racing boat when you're on starboard, and never cross within 20 boat lengths to windward of a racing boat.

6. Windward Mark. Allow plenty of room, and don't position your boat between the racers and the mark. Sails must be down.

7. Downwind Leg. Crazy photographers on powerful motorboats will sometimes cross right under the bow of a big boat under spinnaker, but don't you try it. If you want to



a pretty exciting show, even though I didn't know anything about tacking angles and racing rules."

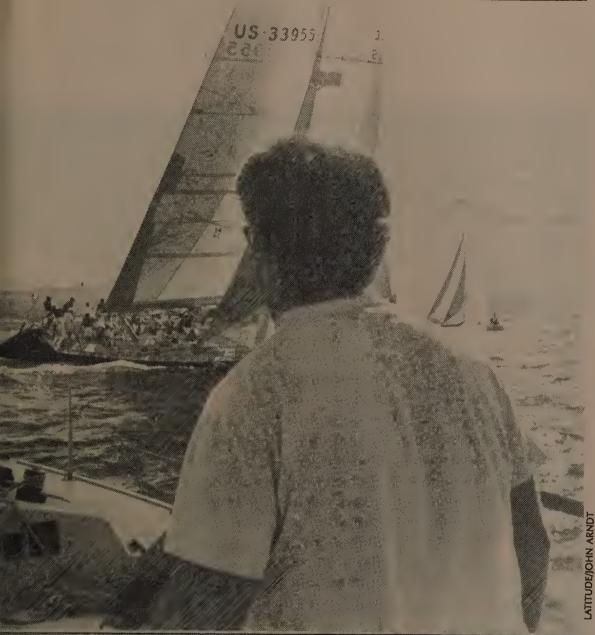
"Those boats do lend themselves a little more to spectating," said. "But even there, what you saw was a produced program, and not as-it-happens sportscasting. ESPN also covered a light-air intercollegiate regatta in 44-ft yawls out of the Naval Academy on Chesapeake Bay. They must have taken days

worth of footage, and by the time it was edited down to an hour, it was barely interesting enough to watch."

"So you think that real-time viewing is never going to catch on, despite what the people pushing the various professional sailing circuits would have us believe?"

"That's right," I answered. "The produced shows, edited after the fact, can be interesting enough, but you can't really feel

# DOES LUNCH



If you've ever wanted to try watching a race from your own boat, you'll never find a more rewarding one than the Big Boat Series.

pace the fleet from the side or behind, stay well clear and alert for indications a boat may jibe or round up. Once again, don't get between the boat and the mark.

8. Jibe Mark: Shit happens. When it does, be prepared to get out of the way -

fast! Don't assume a boat will jibe immediately if the next leg is a run.

9. Leeward Mark. This is the best place to see the difference between good crew work and bad. You can get fairly close to the mark on the approach side (one more time—never block the racers' view of the mark),

but be prepared to back off if it looks as though two or more boats might be overlapped. Leave plenty of room on the departure side of the mark. If they screw up, they'll need it alk

10. How Close is Too Close? The crew on a big racing boat has enough to do without worrying about whether a spectator boat is going to keep clear. They should be completely absorbed in their race. If you distract them, they'll let you know in no uncertain terms: usually lots of yelling and not-too-subtle body language. If it happens, its the height of bad manners to press the point. The quickest way to save face is to get out of the way quickly — and stay out of the

like a fan unless it's happening as you watch. It's like watching a baseball game, yelling at the TV when you think someone on your favorite team is making a wrong decision. If that element is missing, it's not a real spectator sport.\*

hen Class B came into view, I noticed that one of the boats vying for the

lead was the one on which two of my regular crew were sailing on for the series. It was their first Big Boat Series, and no one expected them to be very competitive. Naturally, I was thrilled to see them doing so well. With even more boats in Class B than A, the multi-boat short-tacking situations right under our noses were even more dramatic. It looked as though my crew was in solid third as they passed the club. But then, at the

same spot from which the third-to-first Class A boat had been able to fetch the windward mark, they tacked into shore again.

"No, you idiots," I yelled, jumping to my feet. "Don't tack there! Tack back! TACK BACKI You're overstanding the mark!" It dawned on me that my outbursts and flailing arms were starting to attract as much attention as the action outside the window. I sat back down.

It took us a long time to finish lunch, because we didn't spend very much time looking at our plates, and because our mouths were too busy discussing more important matters. Our eyes were fixed on the race course, and we talked nonstop about what we saw. Whenever there was a lull between the Big Boat classes, a couple of show-off sailboard types would fill in with their own floor show, choreographed for the benefit of the yacht club dining room, no doubt. After a superb dessert of New York cheesecake, we went downstairs to the main bar to watch the fleet jibe around the far end of what's usually the yacht club starting line. yacht club starting line.

The crowd in the bar was even more vocal than the people in the dining room, and every missed pole trip, every roll to windward and every collapsed chute evoked howls and yahoos en masse. The highlight was when one very modern one-tonner approached the mark as a fractional, and left the mark as a masthead rigi Apparently the running backstay trimmer got one step behind the action and the top 15 feet of mast broke

Eventually, our consciences caught up with us, and we had to go back to our offices. My host had driven, so we all walked over to the overflow lot where he was parked.

"Well, I hope you enjoyed the afternoon, Max," he said as he unlocked his car.

"Lunch was great. Thanks a million," I said. "But you know how I feel about watching a sailboat race. It's about as exciting as watching the grass grow."

"Yes, couldn't agree with you more. By the way, Max, any chance you can play hooky this Friday? We could take your boat out and watch the start."

Wheels began to turn inside my head. "Things are actually pretty slow around the office this week," I thought out loud. "We could get out in time to see the start, find out what course they're sailing, then reach over to the jibe mark at #8 and finally, catch the B and C fleets at the leeward mark."

"It's a deal," he said.

And we didn't get any work done on Friday, either.

- max ebb

# **REDWOOD CITY**

nce the home of laid-back, do-ityourself boat building for the Bay Area, Redwood City has changed in recent years. An overnight sail down to Pete's Harbor in August revealed just what has transpired. It's sort of a microcosmic tale of the '80s: skyrocketing insurance costs, upscale business

"One day I saw this group of guys in white coats drive up."

park developments, environmental concerns, the changing economic focus from Europe to the Pacific Rim, encroaching governmental presence and hardnosed individuals fighting for their rights. And we thought we were just

going for a saill

has been at the corner of

Redwood

It was a few years back that we last set foot in this South Bay retreat east of 101. Back then it was mostly undeveloped land, winding sloughs and marshes that contained unseen natural wonders of all kinds. The place had a lazy, manana kind of feel to it. Pete's Harbor, which

Here he shows visitor Katrina LaThrop the 1939 John Deere from those days.

Creek and Smith Slough since 1955, featured a very successful restaurant surrounded by palm trees and other lush foliage. Across the

up as far as Pete's. The most distinguishing landmark from a distance is the huge pile of salt shimmering like one of Lawrence of

marina was a good-sized boatyard and a large parking lot filled with half-finished vessels being worked on part or full time by their owners. These were dream boats, some of which actually got their hulls wet (see Sightings) and others that would never progress further than fantasy.

round the corner on Redwood Creek were two other marinas, Docktown and Peninsula, and farther east up Redwood Creek was the municipal yacht harbor, Sequoia Yacht Club and Don Hatler's Redwood City Sailing Center. Close by was a white elephant of a tourist attraction called Seaport Village. Once touted as the "new Pier 39", it never seemed to have any tenants filling its small pane-windowed shops.

With these memories, we headed south from the Golden Gate, catching the flood and the building afternoon breeze for a lazy broad reach down the Bay. It's a two-bridge trip: the Oakland/Bay Bridge and the San Mateo. The Bay shoals up as you get farther south, so we kept one eye glued to the chart and followed the markers, which are fairly easy to spot because there's not much else out there. From the San Francisco International Airport to the entrance of Redwood Creek, we had the broad gray Bay, fringed with straw-colored hills, to ourselves.

Redwood City is actually a working port, which is why the Creek enjoys 30-foot depths

Before he had a harbor, Pete had a farm.



Arabia's dunes bleached white by the sun. The Leslie Salt Company ferries 600-ft, 20,000-ton barges in to pick up the stuff, which also signifies plenty of elbow room above the water, too. Other enterprises include Pilot Petroleum, Pope and Talbot Lumber, the U.S. Geological Survey and RMC Lone Star, which imports cement. There's also LMC Metals, which ships scrap to various Pacific Rim countries where it comes back as Toyotas.

All this commerce makes the broad reach down Redwood Creek quite a sightseeing tour. The real showstopper, though, is a giant, floating "black box" stationed on the south side of the Creek just before Pete's Harbor. Built by Howard Hughes about 15 years ago, the monster is believed to be an underwater retrieval device. Al Caesar, who ran Al's Marine at Pete's for 18 years before merging with Boater's Supply two years ago, says the thing is constantly shrouded in mystery. He and the other locals believe it was used by the U.S. Government to scavenge parts off a sunken Russian sub in

# RECONNOITER

One of the most recognizable landmarks in the Bay, Redwood City's "Big Rock Candy Mountain" is actually salt.

the China Sea several years ago.
"One day I saw this group of guys in white coats and hardhats drive up," recalls Al. "They got on Tex Bean's boat (Bean owned a crane company and bertned his boat at

Two years ago, one of the salt barges got out of control.

Pete's) and went out to the thing for a while. Then they came back and drove away. A couple of days later, Tex asked me if I knew

who he had ferried out there that day. He told me it was President Nixon. Made Tex madder'n hell cause he was a staunch Democrat!"

ropping our sails, we tied up in front of Pete's at what used to be the fuel dock. The EPA made Pete remove his storage tank last December. According to Jack Bartkiewicz, the assistant harbormaster at Pete's, the only danger present was that perceived by a harbor tenant who mentioned that there seemed to be a problem with keeping the tank stable in the marshland soil. In any case, you can't buy gas there any more. In fact, you can't fill up anywhere in Redwood City. The nearest pump is almost 10 miles up the Bay at Coyote Point!

That wasn't the only change. Walking up past Pete's Restaurant, we were flabbergasted to find the boatyard and do-it-yourself lot had disappeared. It seems that three years ago someone working in the yard pulled out a jack holding up a 41-footer and the boat fell

on him. The results were two lost legs, a huge insurance settlement and such a severe insurance premium hike that Pete decided to close down both operations.

Pete Uccelli hangs tough, however. Now almost 70, he looks happy and content. We bumped into him at the restaurant, where he works the crowd like a seasoned politician. He's still planting trees and flying his plane all around the state. That afternoon he was off to Monterey. He also commutes regularly by

air to his property in Nevada.

At the start of the decade, Pete got involved in a fight with the State Lands Commission, which prompted an outpouring of public support for Pete, including bumper stickers advocating "Save Pete's Harbor." The SLC claimed that Pete was using public waterways for private business. countered that the original deed for the land, which dated back to 1868, entitled him to the tidal overflow lands he was using for the marina. Eventually he prevailed. People still talk about it.

Pete himself isn't one to dwell on the past. A couple of years ago he took a trip to China and became interested in their forays into capitalism and free enterprise. (Don't worry, even with his battles against the government, Pete remains a staunch patriot. There's even a signed photo from George Bush in his office.) He started putting together a deal to have fiberglass docks built there for half the price he'd pay here.

"They do all their glass layup by hand," he says of the Chinese. "It's stronger and weighs less than machine-made. They do



The strange signs around Pete's Harbor begin to make sense when you know some of the history of the place.

great work. I had to put things on hold, though, after the recent problems. They really want to make capitalism work over there."

Meanwhile, the facilities at Pete's Harbor have been undergoing upgrades of their own.

# **REDWOOD CITY**

The rickety old wooden docks are being replaced by (domestically built) fiberglass ones, and there are now storage lockers on shore for berthers. There's also a laundromat and showers for visiting yachties. The overnight berthing fee is 25 cents a foot,

"Made Tex madder'n Hell he was a staunch Democrat!"

but you need to call ahead. Dial (415) 366-0922 to let Pete or Bill know you're coming.

Moseying around the docks before dinner, we talked to some of the denizens. They concurred on a few points about sailing in and out of Redwood City: There's usually plenty of wind, the weather's great and there's not much to do here but relax. Neil McGee likes to take his Islander 30 MkII out into the Bay and see how far he can sail upwind past the San Mateo Bridge before turning downwind and scampering home. Ed Key just bought his Cal 20 and likes the challenge of sailing the more immediate

"That's one of the reasons I chose to berth here rather than Coyote Point," he says. "Up there you go right from the harbor to one of the windiest parts of the Bay."

The big events for locals are the Opening Day parade in the spring, Pete's decorated boat parade and spaghetti feed at Christmas, and the Fourth of July when fireworks get shot off from the marsh between Pete's and downtown Redwood City. Boaters have a front row seat at their slips, or they can motor a short way up Smith

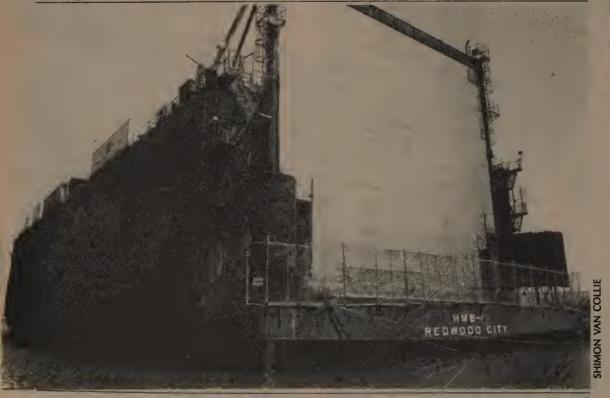
Slough and anchor.

Drew Harper at Spinnaker Sailing, which bases one of their three sailing schools at Pete's, says you can do some great local gunkholing in your dinghy. Bair Island to the north is a nature preserve surrounded by sloughs. You'll find a herd of about 30 seals on Corkscrew Slough, as well as greater and lesser egrets, marsh hawks, great blue herons, pelicans and other wildlife. The flat water and consistent high winds make for great windsurfing, too. There are also some good anchorages up both Smith and West Point Sloughs, but he suggests you take it easy charging into unknown waters.

"Take the corners wide," he cautions.

For you gourmands and gadflies, there

Imagine if you will, a small harbor near you. One day, a visitor appears, a giant black box from another dimension of time and space....



vicinity. If it's rough on the Bay, he just toots up and down Redwood Creek where the water is flat.

are diversions, as well. Pete's Harbor House offers sturdy harbor food, both the old standbys and more recent additions listed on



a new menu. At the municipal harbor, Charley Brown's and Clark's By the Bay present slightly more upscale dining and weekend entertainment. Located in the old Seaport Village (now more of a business office complex), Clark's is owned by retired 49'er hero Dwight, the tight end who made The Catch against Dallas. He puts in quite a few appearances at the eatery, so you might catch a star while you're there. During the week, there's also the Waterfront Cafe at Peninsula Marina, which feeds boatworkers and businessmen with equal enthusiasm.

Lest you think Pete's is the only place

# RECONNOITER



to park, think again. Here's a survey of the places where you can pull in for a night or two, or three or four:

Peninsula Marina — Lou or Anna can help you during working hours from Wednesday to Sunday at 415-369-0869. They'll put you in an empty slip or have you tie up at the hoist dock, which can take a boat up to 60 feet long. The cost is 25 cents per foot. Inside the marina there's always at least 6 feet of water, but the entrance gap only shows about 3 feet at low tide, so mind your cycles. They have water, electricity,

showers, trash disposals and locked security gates. It's a relatively short walk to downtown Redwood City and all the shops and facilities there. They're also working at getting a fuel dock installed, but it won't be open for a while yet.

Docktown — Paul or Fred will lend a hand here. They can be reached at 415-365-3258. Located next to Peninsula, they don't get too many overnighters, although the nearby Peninsula YC sends some overflow traffic their way. The cost is \$10 per night and they have showers. They also have a trailer boat launch, which costs \$5 to use,

Left, A seagull's eye view of Pete's Harbor. Above, a dinghy race in Redwood Creek.

and dry storage for trailers.

Redwood City Municipal Harbor — Pat Brown, the manager of port operations, answers the phone at 415-365-1613. He says you can stay there if berthing is available at a cost of 30 cents per foot for the boat or the berth, whichever is longer. There are showers and a launch ramp. Pat adds that the neighboring Sequoia YC has one guest berth only, but they do extend reciprocal privileges to other PICYA club members. The club has a bar, dance floor and other amenities.

Redwood City Sailing Center — Proprietor Don Hatler can be reached at

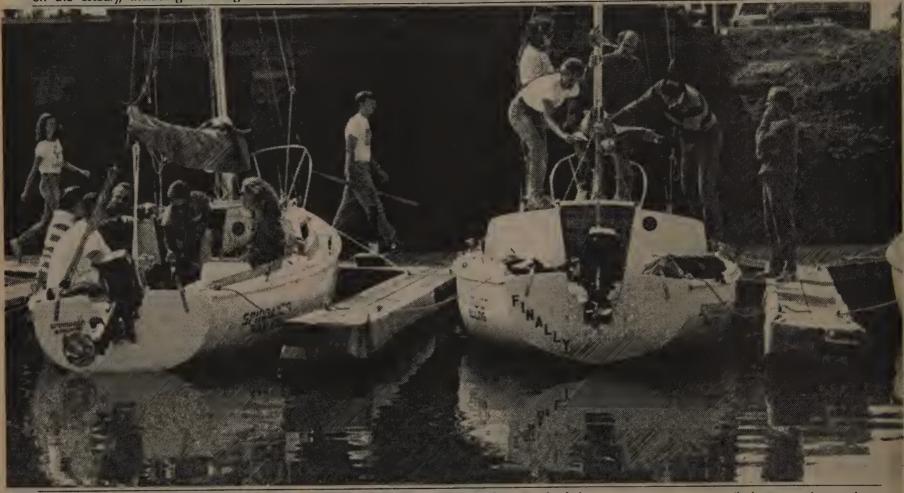


Neil McGee keeping up with maintenance on his Islander 30.

415-367-7212. He's right next to Clark's, which has some guest dockage out front. The sailing center has berthing, too, at a 25-cent-

# REDWOOD CITY RECONNOITER

per-foot-per-night charge. There are showers and a great view of the comings and goings on the estuary, including watching the salt



barges maneuver in 30-knot winds. And you thought you had trouble docking in a breeze — two years ago one of them got out of



control and smashed up the place pretty good. Fortunately, only one boat was badly damaged. Everything, including a pair of yacht brokerages and Dave Garrett Sailing, a sailing school/charter business, was soon back to normal.

While a group of sailing students ready their boats for action (above), Ed Key (below, left) enjoys a more passive afternoon.

Kounding up all this information was exhausting work, so after dinner at Pete's, we climbed back aboard our steed and watched the sun turn the sky to caramel candy as it slipped toward the Far East. We figured that somehow the world could survive without us for a while.

Sunday is brunchorama time at Pete's. (He gets more than 100,000 visitors a year.) After ours, we took a short walk up to Al's Boater's Supply. The large chandlery offers just about everything from A to Z. We bought duct tape for that leaky hatch and enjoyed Al's unvarnished talk about Redwood City.

"We don't get too many cruisers down here," he says. "Jeez, no one in their right mind would come down here. I got tired of sailing out the channel and looking at the San Mateo Bridge all the time. Now I keep my boat up in San Francisco."

Not exactly the kind of talk that the Chamber of Commerce wants to hear. Despite his protestations, Al doesn't seem to be hurting in the commerce department. He did say, though, that many more of his

customers are trailerboaters these days. Another change is that business parks (including the future home of Steve Jobs' next computer dynasty) are springing up like weeds out toward West Point Slough, which is driving prices up.

Or maybe Al's just pulling one of those

"We don't get too many cruisers down here."

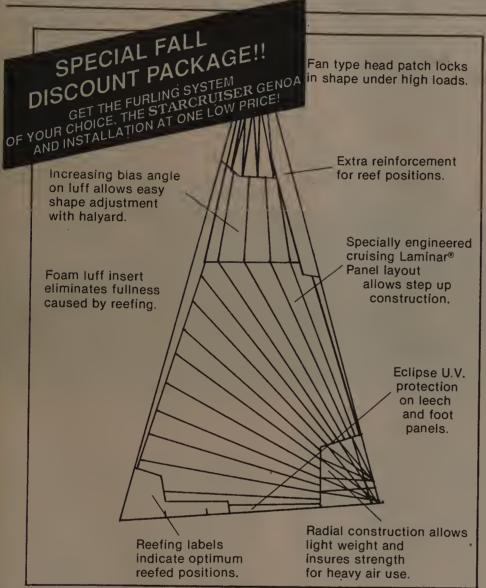
reverse psychology things. Lite is pretty bucolic here on Redwood Creek. No point in advertising it as a restful getaway locale, good for a weekend of dawdling.

Pretty sharp, that Al.

- shimon van collie

# **StarCruiser**

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# 1989 CHAMPAGNE MUMM

Bravura, Irv Loube's dark blue Farr 40, was 30 miles from the Fastnet Rock turning point, reaching comfortably under a number three jib in 20 knots of breeze. Crew morale was high: it was two days into the Admiral's Cup finale, the double-weighted 605-mile Fastnet Race, and the Americans were kicking butt. Randy Short's chartered Farr 50 Great News was clobbering the 42-boat fleet, Dave

"The Fastnet Race made it all worthwhile!"

Allen's and Colin Case's chartered Farr 40 Sagacious V was running second on corrected time, and Bravura had just moved into third. The wind was building, exactly what our trio of heavy-air oriented boats needed. If they could keep the heat on, the American team would pull themselves from fifth place (out of 12 teams) up into a guaranteed third, if not a second, place finish.

Suddenly, the mood on board Bravura — and the U.S. team's hopes of a high Admiral's Cup finish — fell with the one tonner's mast. "It wasn't like any other dismasting I've been in," claimed Loube. "The rig just quietly laid over, kind of like a drunk falling out of a chair. It was just sickening!"

Loube's "magnificent crew" (helmsman



"Bravura" had a great series going until their tough break in the Fastnet Race.

it could damage their hull. Bravura slowly motored in to Cork, Ireland, a victim of the mast stiffener at the deck level coming unglued, causing the section to buckle "like a beer can" at the gooseneck. "Everyone took it pretty well," said Irv. "It was a mechanical failure that wasn't anyone's fault. We knew we'd sailed one hell of a series."

Indeed, after five races, Bravura was the



Robbie Haines, Ed Baird, Peter Cameron, Scott Easom, Dennis George, Mel Wills, navigator George Hendy, and English Olympian Rodney Pattison) quickly jettisoned the exotic rig — complete with cobalt rigging, titanium fittings and two new sails — before

"Great News": their early gamble in the Fastnet Race paid off admirably.

top one tonner — out of 21 one tonners in the 42-boat fleet — going into the Fastnet Race. Ironically, the same race that proved to be Bravura's undoing was the highlight of the Admiral's Cup for her teammates. Sagacious, the other one tonner on the all-Farr American team, turned out to be a mid-fleet finisher, never really finding her stride until her eventual eighth place finish on the "level playing field" of the Fastnet Race. Her crew — charterer Dave Allen, helmsman Kimo Worthington, tactician Jeff Madrigali, Chuck Simmons, and five Australians, including owner Gary Appleby — squeezed a lot of performance out of the three-year-old boat, finishing a creditable fifth overall among the

But it was Great News that stole the show in the Fastnet Race, ending their series on a high note with a runaway victory. In the earlier races (three 28-mile buoy contests, a 37-mile long inshore race, and the 197 mile Channel Race), the 1987 Farr 50 quickly proved to be off the pace compared to the new generation of 40-raters, despite being sailed aggressively by her 15-man hybrid American/Aussie crew of Short, Colin Case (who co-chartered Sagacious, but moved onto the News for weight reasons), helmsman Tom Blackaller, Steve Taft, Dave Hulse, Tom Ducharme, East Coasters Pete Carrico and Phil Garland, and seven Australians. The News — a relatively long, heavy and undercanvassed 50 - was fifth out of the six

# ADMIRAL'S CUP



50-footers speedwise, which prompted the "gambling" tactics that ultimately won them the Fastnet Race.

"We knew we had to do something radical to win the Admiral's Cup," claimed team captain Randy Short. What they did, based on the advice of their hired meteorologist, was split from the fleet early, going eight miles offshore to find more wind and escape the "tide gate" at Portland Bill. None of the other boats followed the U.S. team. "Why should they?" said Taft. "They were all covering each other, and let us go off alone because we weren't in contention for the series."

The strategy worked beautifully: while the fleet stalled out in dying wind against the current, *Great News* romped to a 20-mile lead by roll call the next morning. "The next day, all the Whitbread maxis passed us, but we didn't feel bad about that at all!" recalls Taft. The News sailed conservatively from there, protecting their lead and finishing first after 3 days, 8 hours and 20 minutes on the race track. "The Fastnet Race made it all worthwhile!" said Case.

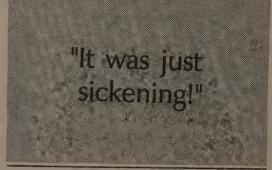
ust as in 1987, the U.S. team ended up sixth overall in the Admiral's Cup standings. The English team of Alan Grey's Farr 50 Jamarella, Mike Peacock's Castro 44 Juno IV and Graham Walker's Andrieu 40 Indulgence VII won the series by sailing consistently, marking the ninth time in the 17 runnings of the Cup that the host country has won. Jamarella, a tiller-steered 50-footer of the same generation as Carat (the current toast of the U.S. 50 footer circuit) and Will, was the top individual scorer in the fleet, although this distinction is so de-emphasized in this international team competition that they don't even give a trophy for it.

As opposed to past years, only two one tonners broke into the top ten in the individual standings. For that matter, the days of the "standard" team of two one tonners and a 35-rater are over, too. Big boats dominated the action this year for a number of reasons: only one of the four buoy races was a "Solent crapshoot" and with the inclusion of a new long inshore race, the series points emphasis is now equally split between buoy racing and offshore. Previously, the series was weighted 58% towards offshore racing which, using the time-on-time handicap system, traditionally favored smaller boats.

Furthermore, changes in the TMF (Time Multiplication Factor) used by the series have reduced the amount of time a 40-rater gives a one tonner by around ten percent, i.e., about an hour in the Fastnet Race. Given these changes — not to mention the enormous technological advances in the 50-

would have won," claimed Taft. "Ironically, we have the strongest contingent of 50-footers in the world in the U.S., and none of them were interested in going."

But second guessing the make-up of the U.S. team is a moot point: "We didn't pick the wrong team," continued Taft. "We were lucky to have a team, period." All things considered, this year's all-Bay Area Admiral's Cup team — with a little help from their Australian friends — did just fine considering the program was put together on sudden



notice and without sponsorship.

But you can't win 'em all — especially the Admiral's Cup, which remains the undisputed pinnacle of international offshore competition. Two years from now — especially if the Admiral's Cup format switches, as rumored, to three boat teams consisting of a one tonner, a 35-rater and a 40-rater — it could be another story. The U.S., which

# Champagne Mumm Admiral's Cup 1989

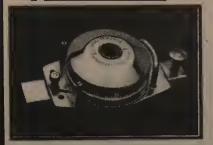
SER 1. 2. 3.	U.K. Denmark New Zealand	Jamarella / Juno IV / Indulgence V/ 4K / Andelsbanken IV / Stockbroke Librah / Fair Share / Propaganda	il r's Container	748.0 730.5
4.	France	CGI / Xeryus de Givenchy / Corum	'89	667.5 622.0
5.	Australia	Madeline's Daughter / True Blue /	ioint Venture III	617.0
6.	U.S.A.	Great News / Sagaclous V / Bravur	2	600.0
7.	Japan	Will / Arecan Bay / Turkish Delight		552.5
8.	Germany	Rubin II / Pinta / Beck's Diva		537.0
9.	Italy	Mandrake Krizia / Bellatrix / Aria		498.5
10.	Netherlands	Mean Machine / Amsterdamed / Pro	o-motion VI	399.5
11.	Norway	Elkem Yeoman XXVII / Hydro / Fran	n XI	387.0
12.	Sweden	Kiwi / Grave Duckula / Full Pelt		280.0
13.	Ireland	Platon Finans II / Citroen / Hitchike		256.5
14.	Argentina	Daphne / Jockey Club / Tango Too		203.5
INDI	/IDUAL STANDINGS			
	Jamareila	Farr 50 ('89)	England	004.5
2	WILL	Farr 50 (89)	Japan	321.5 308.0
3.	Librah	Farr 44 ('89)'	New Zealand	285.5
4	Stockbroker's Containe		Denmark	281.5
5.	Corum'89	Briand 44 ('89)	France	267.0
6.	Andelsbanken IV	Jeppesen 51 ('89)	Denmark	263.5
7.	Joint Venture III	Farr 40 ('88)	Australia	240.0
8.	Mean Machine	J/V 40 ('89)	Netherlands	232.5
9.	Great News	Farr 50 ('87)	U.S.A.	226.0
10.	Mandrake Krizia	Briand 44 ('87)	Italy	219.0
15.	Sagacious	Farr 40 ('86)	U.S.A.	202.5
23.	Bravura	Fart 40 ('87)	U.S.A.	171.5

footer arena lately — it was no wonder the big boats did so well. "Any team that sent three big boats to this year's Admiral's Cup

hasn't won the Admiral's Cup since 1969, is overdue for victory.

- latitude/rkm

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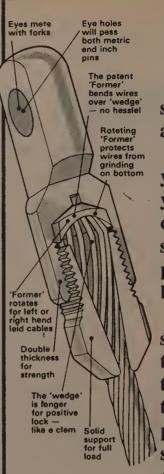
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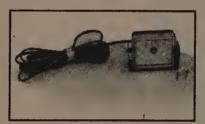
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# WORLD OF

This month in "The World of Chartering", we take a look at chartering in the Cyclade Islands of Greece; summer chartering in the British Virgin Islands; and a taste of chartering in Turkey.

**Chartering The Cyclades** 

It took a lot of planning and travelling to sail the Greek Islands, but it was worth it.

There were six of us — two families of three. We started planning the trip in September of 1988 for a June '89 charter by calling GPSC Charters of Philadelphia. After checking boat types and availability, we selected a Jeanneau Sun Magic 44. The boat cost \$4000 for a 10-day bareboat charter.

June and September are probably the two best months to cruise Greece. Temperatures are in the mid 70's and low



Outfitted in a Latitude 38' t-shirt, the Woods ponder the Temple of Afaia (490 B.C.) on Aegina.

80's, and the water temperature is 72°. More important, you are just ahead or just behind the hordes of Western Europeans

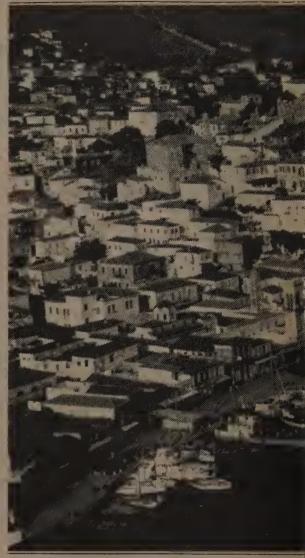
who flock to Greece and miss the dreaded meltemi. The latter is the hot, dry wind that sweeps through the Aegean Sea from the north at anything from 30-65 knots and lasts up to two days. You may catch part of that action in late June or early September, but it's not the problem that it is in July and August.

Despite a somewhat uncertain political situation, we felt nothing but warm feelings from the Greek people. Tourism is the big industry and the U.S. dollar is really appreciated. Speaking of the dollar, it is currently worth 165 drachmas, which is close to an all-time high. Good meals in the local tavernas with beer or wine run about \$10 per person. Fish is expensive, but beef, lamb or chicken are reasonable. Provisioning, in general, is no problem. Even on the smaller, quieter islands you will find supermarkets. Water is available in most ports and a typical fill-up is about 500 dracs or \$3 U.S. Diesel is about \$1 U.S. per gallon. We did have to pay a cruising tax for the Sun Magic 44; it came to \$150.

Greek port authorities need a statement of competency from the skipper and one crewmember. Once cleared from Kalamaki Marina, just outside of Athens, we were not asked for papers again.

Speaking of Athens, it would be a disaster to come 7000 miles and not spend two or three days seeing the Acropolis, Parthenon, the Archeological Museum, the shopping streets in the Plaka, etc. It also helps you adjust to the 9-hour time zone change. Frommer's Greece on \$30 (??!!) a Day, is very helpful for mainland Greece as well as the islands. If you have more time, rent a car and drive to Delphi, Corinth and Nafplion. These three places will really give you the flavor of mainland Greece.

We sailed from the Kalamaki Marina, a big new facility halfway between the airport and downtown Athens. Our check-out was scheduled for 0900 and the GPSC staff was there ready for us. The thorough briefing lasted about 90 minutes. Our Sun Magic was virtually a new boat, having been commissioned in March and taken out on charter only five times. It came complete with North Sails and a 140% genoa on roller furling. The Perkins diesel turned a three-bladed prop that gave us 7 knots at



2200 rpm.

Generally the days started calm and the wind — which came from all directions — would kick in about 1100 and then die off about 2000. The timing of the wind created a bit of a problem. The problem is that even though it isn't the peak of high season, the more popular ports start filling up by 1300 or 1400. Thus you either have to power more than you'd wish or get a poor spot in the port.

We chose to cruise through the Cyclades, which lie to the east-southeast of Athens. Our first day we departed Kalamaki about 1330 and powered to the anchorage at Cape Sounion just under the ancient ruins of the Temple of Poseidon. Arriving at 1800, we had dinner aboard and watched the first of many gorgeous sunsets. Twelve hours later there would be an equally gorgeous sunrise, helped considerably by the fairly heavy air-pollution which seems to be endemic in the Eastern Med.

The distances between islands is typically 20 to 30 miles, with a few longer stretches. Everyone wants to go to Mykonos, which is great, but it's 110 miles east of Athens. We made a clockwise passage from Cape Sounion, visiting Siros, Mykonos, Paros, Serifos, Hydra, Spetsai, Paros, Aegina and back to Kalamaki. Our worst day was Serifos to Hydra when we had a mild meltemi just off the bow. Fifty miles hard

# CHARTERING



on the wind with 8 to 10 foot square seas wasn't pleasant.

On some Greek islands the biggest port is not the best anchorage. Our favorites on Siros were Finikas (stern-to) or Varis (anchor out). Ornos on Mykonos, Paroikia on Paros. On all other islands we used the primary anchorage. We anchored out twice in the ten days and were stern-to the other eight. If you haven't gone stern-to before, try to get some practice with whoever will be handling your anchor. The key points are 1. to establish your stern-way and directional control before you drop; 2. to not drop on someone else's anchor; 3. and to have your anchor man give you plenty of slack until you actually get tied up to the quay. Use plenty of fenders.

We loved the sailing, the beaches, the food and the people. Get a group together and head on over.

ross and ileana wood spokane, washington

#### **Summer In The British Virgins**

Our party of six chartered from CSY at Tortola, British Virgin Islands this July. Summer is an excellent time to visit the BVI's as rates are lower and anchorages less crowded than in the winter.

While we had heard negative comments about CSY's service and maintenance, we were very pleased overall.

The harbor at Hydra, where cars and motorcycles are prohibited.

Our CSY 50 was clean, the engine acted and looked well-maintained, and the working inventory was complete. More "no problem" and repaired it at no cost to us.

Our favorite stops:

1. White Bay, Jost Van Dyke for its nice beach and the friendly, laid-back, isolated feeling. The best "Pain Killers", too. If you don't know what they are, you will shortly after your arrival.

2. Cane Garden Bay, Tortola, for partying, steel drum bands and getting the

laundry done.

3. The Bitter End YC, Virgin Gorda Sound, which caters to yachts with good food and showers. Their fixed price \$25 dinner offers more quality food than any of us could eat.

For those planning a BVI charter in the future, we recommend you slow down! Some of our party initially expected everything to work like in the good ol' USA. The pace is much slower here, but all things get handled by the locals if you approach them with a smile.

The main boating skill required — besides making piña coladas — was anchoring. The anchorages can be crowded and the bottom hard. We heard of three different charter boats that went adrift after dragging anchor. One boat was found by her crew some half mile from the shore of St. John!

Some of our crew were avid Scuba divers. We found that trying to stow dive



Virgin Gorda ('the fat virgin') in the tranquil British Virgins.

importantly, during a day of windward sailing two of the sail slides broke free. Expecting a hassle upon check-in, CSY said

gear on the boat was difficult and that a sailboat makes a poor dive boat. What did work well was calling a local dive shop on the VHF. Their dive boats rendezvous with charterers at different anchorages, bringing all the needed dive gear at little extra cost.

# WORLD OF

The convenience, in our opinion, is well worth the cost.

The British Virgins are a wonderful cruising ground. All of us left with a sense of accomplishment and appreciation of Caribbean cruising. If you've thought about going, we suggest you don't wait.

— amaury gallisa

**Turkey Was Terrific** 

When Michael Dunev, his wife, and four friends finished their June bareboat charter in Turkey, they agreed the wisest thing they could do was "tell everyone to see Midnight Express". That's the movie, you'll recall, that first told the story of a young American languishing in a Turkish prison, and then of his nightmarish escape. The idea behind recommending the movie was not to give friends an accurate portrayal of Turkey, but to scare them away. Dunev and friends would like to keep the pleasures of Turkey known to as few people as possible.

"Turkey is a most beautiful country," he explained to us in his San Francisco art galley. "And, the people are terrific; nice, generous, good-looking, always smiling — and they refuse tips!" Dunev's group didn't once see a Turk slip a scimitar between the

ribs of an American tourist.

Still brainwashed by the negative depiction of Turkey in that one movie, most American are oblivious to that country's historical significance. It is arguably the cradle of Western Civilization, with Constantinople/Istanbul having served as the headquarters of Roman, Byzantine and Ottoman Empires. Reminders of history are everywhere in Turkey; Dunev remembers looking out his hotel window and seeing an ancient column lying on the bottom of the clear-watered Aegean.

Surprisingly, Turkey has a relatively long history of chartering. Turkish harbors are full of goulets, which are extremely beamy, stump-rigged ketches built in Turkey. With a captain and deckhand/cook as crew, they usually motorsail from anchorage to anchorage. While the somewhat crude goulets didn't look very seaworthy to Dunev, they've long been popular with large Turkish families for so-called "blue voyages".

What might be called 'modern bareboating' only came to Turkey five years ago. The delay was due to importation and other laws that discouraged such businesses. But that's all changed, and the Turkish

government enthusiastically supports chartering and tourism. In fact, they've been building a series of modern marinas and have others planned. Turks are also looking for an increase in their charter business; over 100 new goulets were built in Bodrum last year.

The offshore islands seem to have been inequitably divided between the Greeks and Turks. Greece controls virtually all the islands in the Aegean, all the way to within a mile of Turkey's mainland shore. The Turks got the short end of the island-distribution deal as a result of backing the losing side in World War I. Relations are still strained between the two countries because of the continuing battle for control of Cyprus. The result is that it's very time-consuming and annoying for charterers to sail back and forth between the two countries.

While the nearby Greek islands of Rhodes, Kos, Samos and Lesbos are fabled, Dunev claims the Turkish mainland, with its pine forests and greenery, is much more lovely. "The Greek islands," says he, "are as barren as the Farallones."

A liveaboard in Sausalito with his wife Nance aboard the Tayana 42 Cynosure, Dunev organized the Turkish charter to include Jerry 'Baba' Kahn and Barbara Treen, who live aboard their Tayana 42 Spicy, and Texans Kevin and Susan George. Veterans of several other charters, the group first tried to reserve a boat with Kavos, the Aegean Sea associate of The Moorings. Unfortunately, all the Kavos boats were

booked

Dunev's group weren't able to fully appreciate how unfortunate it was until they got to Turkey and saw the difference in boats. While the Kavos boats looked immaculate and were well cared for, the Jeanneau 41 they had paid \$2400 a week for had countless problems "and looked like it had never felt fresh water".

The shortcomings were numerous. The boat was dirty, the spinnaker pole broken, there was leak in a freshwater tank that ruined a video camera, the dink was a joke, the batteries died, and the alternator was disconnected. And there was more. The charter company's staff was very sympathetic to all their complaints and happily tried their best to rectify all the problems by taking parts from other boats. But they were short on both skills and parts. Ready to reject the boat after just one day, Dunev eventually jury-rigged almost everything to satisfactory condition.

If the boat was disappointing, cruising in Turkey was sensational. They picked up a boat in Kuşadasi, a big city that's serves as a port for cruise ships and a playground for the industrial city of Izmir. From there they cruised about 60 miles south to Bodrum, which in antiquity was known as Halicamassus and was the birthplace of Herodotus. It is also home to King Mausoleus' tomb, the mausoleum that was one of the Seven Wonders of the Ancient

Nance Dunev poses with some graffiti left by 15th century crusaders.



# CHARTERING



Cafes are everywhere in Turkey; the food is excellent and modestly priced.

World. As if that weren't history enough, Marc Anthony and Cleopatra used to play footsie here on sand they'd brought in from Fount.

Bodrum is a large bay with a peninsula in the middle upon which the 15th century Crusaders built a castle. It is now the Underwater Museum of Antiquity, complete with graffiti from the knights. But the little city is not all old. There's a \$20 cover charge disco in the castle, complete with glitter, spotted lights and expensive drinks. It's also home to a modern marina from which German, Swiss and English bareboat companies send out yachts. In addition, it's the birthplace and home of most goulets. Michael and Baba rented scuba tanks here and dove on an Ottoman Empire wreck. Touching antiquities, they learned, is a strict no-no.

It seems like a miracle that so many ruins could have survived the ages, but there's a reason. Back in the years before Jesus, many thousands of people lived all along this mountainous coast and were active in the maritime trade. Their amphitheaters seated as many as 25,000. But due to earthquakes, endless fighting, and the lure of city lights, the coastal population has been tumbling ever since. This combined with the fact that there are virtually no roads in the mountainous area has resulted in there being unspoiled ruins almost everywhere.

The one thing Turkey has almost none of is beaches. The only one Dunev saw was at Ölüdeniz, which is in the shadow of

10,000 foot mountains. While the sand and clear water were nice, it was still something of a disappointment. Where were all the topless German girls?

Dunev and his group ended their charter at Marmaris, which is basically an Ottoman castle surrounded by a charming village. Like everywhere in Turkey, including seemingly uninhabited coves, there were several cafes, disco and rock music, and the trappings of the chic life. Four or five course meals were \$5 to \$10 — everything included. Delicious, too!

Everywhere the Turks seemed poor but happy. No matter if the Dunev group were the only patrons at a restaurant, a big party would be thrown in their honor. Astonishingly, just about everybody — even in the remote areas — spoke English. "We learn it from books," one man told him.

The sailors in the area, be they charterers or on their own boats, were understandably a very international group. They came from all over the world, although predominantly Europe. The most interesting boat of all was a huge steel brig that had been built in Australia and sailed to Turkey by the owner's 23-year old son'— and a pack of 20-year old Swedish girls!

Despite the poor condition of the charter boat, she was quick, especially downwind in the *meltemis*. The daily wind pattern is usually wonderful in Turkey. The breeze comes up by about 11, blows from 15 to 30 during the afternoon, then dies at cocktail hour. Since it's often a powerful breeze that creates square waves, Dunev recommends everyone considering a charter in Turkey begin in the northwest, sail downwind, and then drop the boat off.

Although the charts for the area are poor, navigation is line-of-sight, with short distances between anchorages. Offlying dangers are few.

The hottest new development is taking place at Goucek, where formerly there was nothing. Now there are five hotels, a huge marina and thriving charter boat center. The President of Turkey is said to have an interest. Dunev's group ran aground here. When they had some difficulty getting off, some Turks came out and made them a strange offer. "We'll take you to a cafe on shore, and while you eat we'll get your boat off." Thanks, but no thanks, was the reply. Dunev got the boat off himself.

For beauty, wonderful people, history, great food, low prices and terrific fun, Dunev's group thinks that even with a bad boat, Turkey can't be beat.

— latitude 38

#### **Charter Notes:**

If Louise Pescetta and Dick Dolan — who wrote a brief piece for our July issue — are tuned in, Capt. George at Albatross



Dancing bears mean the SPCA has yet to take control in Turkey.

Charters would love to have you give him a call. The toll free number is (800) 922-4864.

Thinking about a charter in the Caribbean this winter? We'll have a rundown on that area in the October issue.

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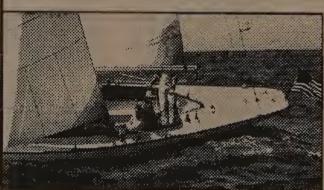
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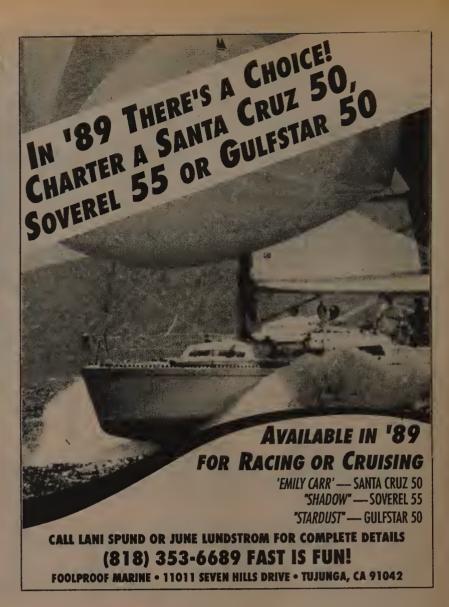
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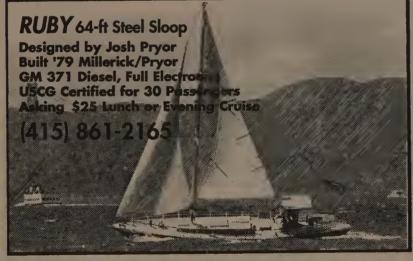
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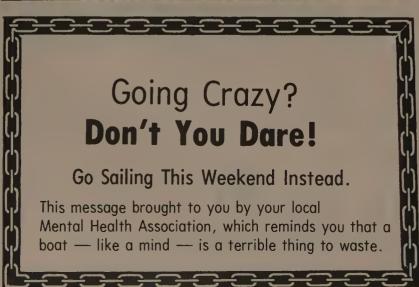
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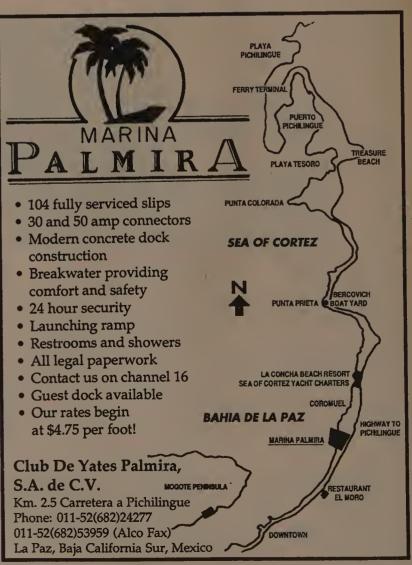
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# THE RACING

With reports this month on the Richmond YC-dominated PICYA Championships; two pleasant ocean races (Ocean Vallejo and Drakes Bay); the debut of EYC's Gracie and George Regatta; a bit of J/24 Estuary Ecstacy; the Etchells 22 Worlds in San Diego; another Whitbread Report from Fisher & Paykel's John Jourdane; a plea to pick up pickle dishes at the YRA office; the SSS Longpac lowdown; a few "jottings" on the upcoming Salem ProSail showdown; the Hans Christian Regatta; the Franks Tract Regatta up in the Delta; and the usual race notes.

**PICYA Championships** 

The Pacific InterClub Yacht Association's (PICYA) annual interclub championships were contested on the weekend of July 29-30. The idea is that each of the 80-some yacht clubs in Northern California send their top warriors onto the battlefield in any or all of four categories: Islander 36s, Santana 22s, El Toros and a PHRF band of 114-132. Unfortunately, most clubs didn't get the message, or just weren't interested, as participation in the event — formerly a highlight of the summer, like baseball's "allstar break" — continues to wane.



On a roll: Chris Corlett has won Class B in TransPac, the Tuna 35 Nationals, the Lipton Cup, the SF Perpetual and more this summer.

"We need to market this thing better, change the format, or do something," said St. Francis YC's Chris Corlett, who trounced the dinky Lipton Cup fleet (which was one boat away from being a match race). "There are something like 100 Islander 36s on the Bay.

Three boats was a pathetic turnout." Corlett sailed *Williwa*, the same boat he steered to victory for Richmond YC last year, along with owner Rich Fordiani, Mike Herlihy, Bill Dana, Eric Grey, Dan Shea, Ted Wilson, Norman Davant, Pam Vickrey-Wayne and Peter Szasz.

Like last year, Richmond YC won three of the four contests. Hot junior Jason Fain had no trouble repeating as the winner in El Toros, while the untouchable *Seascape* team (skipper Jim Lindsey, Bill Claussen and Steve Bates) blew out the Santana 22 fleet again. Some things never change.

In the PHRF competition, sailmaker Russ Williams borrowed Dick Horn's Capo 30 Screamer and, after surviving a protest by Gratia, won the series with a near-perfect 1,2,1 record. Williams' crew for the weekend was Jim Antrim, Nick Gibbon, Jim Gregory, Leon Daniel, Russ Johnson, Tony Fisher and Jim Carrick.

LIPTON (Islander 36) — 1) WIIIIwa, StFYC, Chris Corlett, 2.25 points; 2) Blockbuster, SFYC, Hal MacCormick, 6; 3) Windwalker, SYC, John Williams, 9. (3 boats)

LARRY KNIGHT (114-132) — 1) Screamer, Capo 30, RYC, Russ Williams, 3.5 points; 2) **QE III**, Tartan Ten, Tad Lacey, San Francisco YC, 5.75; 3) **Smokin' J**, J/29, Don Trask, StFYC, 11. (6 boats)

LITTLE LIPTON (Santana 22) — 1) Seascape, Jim Lindsey, RYC, 2.25 points; 2) Tacky Lady, Charles Brochard, CYC, 8; 3) Shazam, Bud Sandkulla, IYC, 11. (8 boats)

CHISPA (EI Toro) — 1) Jason Faln, RYC, 2.25 points; 2) Walt Andrew, IYC, 7; 3) Jonathan Mosley, SFYC, 10; 4) Sara Makielski, EYC, 11; 5) Butch Michel, SJSC, 14; 6)George Gromeeko, LGSC, 18. (6 boats)

Ocean Vallejo Race

Vallejo YC's annual Ocean Vallejo Race, the first of four ocean races in the Fall Series, occurred on July 29. Conditions for the 52.2-mile excursion (from the Cityfront to Duxbury Reef, then to the Lightship and then on down to Vallejo) were ideal, although the wind was typically fluky to non-existent between Raccoon Strait and Red Rock.

Only 16 boats — mainly those in



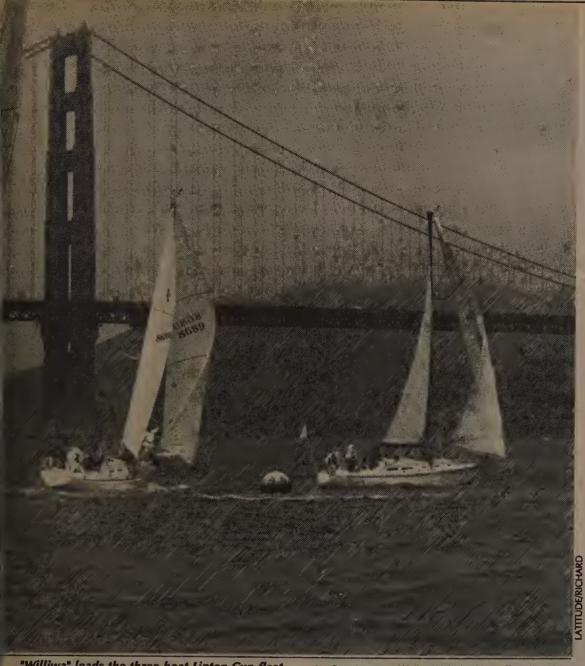
contention for season honors — participated in "Horace's Revenge" this year. The first boat around the course was the Ondry family's well sailed Mancebo 31 *Bloom County*, which finished at 8:16 p.m. and clobbered both the MORA and PHRO fleets on elapsed and corrected time. "It was a gorgeous day on the water," recalled Mark Ondry.

MORA - 1) **Bloom County**, Mancebo 31, Carl & Mark Ondry, SeqYC; 2) **Current Asset**, Islander 30, John Bowen, Island YC; 3) **Animal Farm**, Wylie Half Ton, Rod Phibbs, TYC. (10 boats)

PHRO - 1) Clipper, Olson 40, Howard Sacks, EYC; 2) Camille, Stewart 42, Bill Permar, SYC; 3) Blitz, Express 37, George Nelli, RYC. (6 boats)

Gracie & George Regatta

The latest innovation on the yacht racing theme to come from the fertile imaginations of the Encinal YC race committee was the so-called Gracie and George Regatta held on July 29. Twenty-one boats participated in the doublehanded "Jack and Jill" race, which featured women driving with men crewing. "Usually the wives and girlfriends only get to drive going to and from the race," said race organizer Shirley Temming. "This one was for the ladies."



"Williwa" leads the three-boat Lipton Cup fleet around Crissy Bouy.

Two classes of PHRF boats sailed in the mellow 18.3 miler, which was non-spinnaker until the boats turned down the Estuary for the run to the Encinal YC. Everything from the Beneteau 46 Interabang, which Temming sailed, down to 23-footers competed. Apparently, a good time was had by all: "No divorces were filed because of the race, although one wife did 'accidentally' dump her husband in the water afterwards!" laughed Shirley.

Overall winner, as well as winner of Class B (PHRF ratings over 160), was the Ranger 29 Kamala II, sailed by Nancy Farnum. Melinda Groen drove the Wylie 30 Legacy to victory in Class A. Overall results follow:

1) Kamaia II, Ranger 29, Nancy Farnum/Bill Keith;
2) Legacy, Wylle 30, Melinda Groen/Bill Erkelens; 3)
Tamarin, Sabre 30, Christina Allen, Richard Burton;
4) Harp, Catalina 38, Sallie Rowe/Mike Mannix; 5)
Excalibur, Santana 35, Mary Swift/Byron Mayo; 6)
Leio, Santana 27, April Danlels/Emile Carles; 7)
Starship, Star, Martie Martin-Vincent/Lenny Martin-Vincent; 8) Violation, J/29, Kerry Burke/Noel Rodes;

9) Contingent, Wylle Wabblt, Katy Excoffier/Jean Louls Excoffier; 10) Melange, Express 37, Susan Chamberlain/Steve Chamberlain. (21 boats)

**Estuary Ecstacy** 

"This regatta didn't count for anything... except fun!" said race promoter John Gulliford of Encinal YC's J/24 Estuary Ecstasy Regatta on August 5-6. Eleven J's participated in the low-key weekend, which was vaguely reminiscent of April's J/Fest West. Five races were held on Saturday, followed by a burger and chicken barbecue on the lawn of Encinal YC. On Sunday, the series concluded with three races.

Conditions were light on both days: "It was like sailing in San Diego," stated Keith Milne, who named his boat Alcoholics Unanimous in the spirit of the weekend ("Our crew decided we should drink morel") It obviously didn't hurt their performance, as Keith, his wife Sarah and their friends posted the best overall record for the eight races. "It was actually tricky sailing," said Milne. "Against the flood, you had to go to one side of the Estuary or the other. At the windward mark, you found out if you picked the right side."

Courses for the regatta were quite creative, featuring novelties like downwind

starts and figure-eight mark roundings. Prizes were unique, too: everyone in the regatta was awarded something thanks to sponsorship from West Marine Products, three sailmakers and four restaurants. Organizer Gulliford was particularly delighted to give the first place trophy on Sunday to *Phantom*, which was his J/24 being sailed by his regular crew while he fired off the guns.

"We need more events like this," claimed Milne of the casual series. Meanwhile, the regular J/24 season, which ends with a big regatta on Labor Day, is developing into a three way battle between Rod Cook's Dejavu, Mike Grandin's Bearna Baoghail and Mike LaHorgue's Bohica.

Saturday: 1) Jubilant, Chris Lockwood/Simon Winer, 12.75 points; 2) Muffin Monster, Tod Moody/Ted Wilson, 16.25; 3) Aicoholics Unanimous, Kelth & Sarah Milne, 17.75; 4) Strange Crew, Mike Branco, 18; 5) Blues, John Jackson, 26.

Sunday: 1) **Phantom**, Chuck Wilson, 3.5 points; 2) **Aicoholics Unanimous**, Keith and Sarah Milne, 5.75; 3) **Rhythm Method**, Jimmy Wang, 10; 4) **Muffin Monster**, Tod Moody/Ted Wilson, 13; 5) **Varuna**, Paddy Bishop, 15.

#### **Etchells 22 Worlds**

Fifty-seven boats from as far away as Australia, England and Hong Kong fought it out in the 15th annual Etchells 22 World Championship Regatta off Pt. Loma in San Diego on August 4-10. "The competition was really, really intense," claimed class president John Ravizza. The six race (one throwout) San Diego YC-hosted event was sailed in steady 12-15 knot breezes initially, which gave way to light fluky winds in the last two races. It was a dogfight all the way, with six different sailors each winning a race (Dave Curtis, Bruce Nelson, Don Jesberg, Jim Buckingham, Larry Klein and Jamie Wilmot).

Transplanted San Diegan Larry Klein won the prestigious event by the slimmest of margins over Etchells expert Dave Curtis. It all came down to the last race, where Klein camped all over Curtis right from the start, eventually causing him to drop out and accept his second place finish. San Francisco YC's Don Jesberg, sailing *Ultraviolet* with Jack Halterman and Ken Keefe, was also right there in the hunt, but faded to a close fourth near the end. "After four races we were tied for the lead with Klein and Curtis. Then, things started getting weird," recalls Jesberg, a 34-year-old stockbroker. "We finished 30th in

# THE RACING

the fifth race — it was a total disaster!"

Other boats from the Bay that ventured south included *Entropy* (skipper Vito Bialla, Pat Andreasen, Larry Pulgram), which came in 21st, and *Jumper* (skipper John Ravizza, Randy Smith, Graham Kelly), which ended up 23rd. According to Ravizza, the 1991 Etchells Worlds will be held on San Francisco Bay, although the exact date and host club haven't been selected yet.

1) Larry Kleln, San Diego, 29 points; 2) Dave Curtls, Marblehead, 32.7; 3) Jim Buckingham, Newport Beach, 44.4; 4) Don Jesberg, San Francisco, 46.7; 5) Fleet White, Newport Beach, 47; 6) Bruce Nelson, San Diego, 51.7; 7) Jamie Wilmot, Sydney, Aus., 62; 8) Argyle Campbell, Newport Beach, 67; 9) Jamie MacPhail, Plttwater, Aus., 67.1; 10) Curt Olson, Newport Beach, 78. (10 boats)

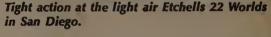
**Drakes Bay Race** 

Sausalito YC's Drake Bay Race, held on August 19-20, was relatively pleasant this



freezing," said one Drakes Bay veteran), the fleet beat home in the dying southwesterly, setting kites only once inside Point Bonita.

Participation in this formerly well attended overnighter continues to dwindle, as evidenced by this year's small turnout. Apparently, a lot of skippers found it hard to



with only three (Carl Ondry, Mark Ondry, Pam Eldredge), Blitz sailed with two and Paul Altman sailed Annalise alone. "Due to popular demand, we're knocking the race off next year's midget ocean schedule," said MORA Commodore John Dukat.

MORA — 1) **Bloom County**, Mancebo 31, Carl & Mark Ondry, RYC, 3.75 points; 2) **Friday**, Express 27, John Liebenberg, RYC, 4; 3) **Bloody Mary**, SC 27, Franz Kiltza, RYC, 4.75. (11 boats)

IMS — 1) Wave Runner, Luffe 48, Lon Price, RYC, 4.75 points; 2) Petard, Farr 36, Keith Buck, CYC, 5; 3) Clipper, Olson 40, Howard Sachs, EYC, 6. (9 boats)

PHRO — 1) Rocinante, Beneteau 42, Alex Malaccorto, IYC, 1.5 points; 2) Great Fun, Davidson 50, Stan Glaros, CYC, 4; 3) Camille, Stewart 42, Bill Permar, SYC, 7. (6 boats)

Old and In The Way

With the possible exception of bowling (which doesn't really count as a sport anyway), sailboat racing generates more trophies per contestant than any other athletic endeavor we can think of. Everyone who races long enough is sure to collect at least a few trophies along the way, probably because there's a level for everyone. Why else are there so many kinds of races — Bay races, ocean races, beer can races, shorthanded races, women's races, kid's races, races for left-handers, races for redhaired people with freckles, and so on?

We figure, however, that once a racing skipper's won enough times, the thrill of picking up yet another pickle dish becomes



year. Twenty-six boats in three divisions sailed up to the remote Bay in light air, some of them finishing the 28-mile course under spinnaker as the wind filled in from the southwest. After a pleasant enough night on the hook ("At least it wasn't blowing 30 and

A rare shot of Jim Lindsey's Santana 22 (#5197) not in first place during the Little Lipton Cup.

convince their crews that camping out in Drakes Bay would be a fun way to spend the weekend: MORA winner Bloom County sailed



somewhat diminished. Why else are there over 100 trophies — some nicer than others — sitting in the YRA office in Fort Mason gathering dust? Were they forgotten? Left there on purpose? Did the skippers move out of the area? Did they die? Who knows?

"Who cares?" says Lauren Carlisle, who runs the YRA office. "I want this junk out of my way!" Actually, Lauren — like her sidekick, Sherry Perry — is way too nice to say it that way. But she really would like people to come in and claim their spoils. A word of caution, however: don't even think of asking Lauren or Sherry to mail you your booty. They've got better things to do, like get out last weekend's race results.

If you see your boat's name (or a friend's) on the following list, you have at least one trophy to retrieve. And remember, if you don't want it, maybe one of your loyal and long-suffering crew would enjoy it. Starting with 1980: Unlikely and Oooh No. From 1982: Intrepid Fox, Amara and Joint Venture. 1983: Schatje, Second Stage and Bravura. 1984: Calliope, Blue Goose, Tesserae and Navstar.

Which brings us to 1985: Sheba, Blue Blazer, Onager, No News, Avocet, Red Rider, Concubine, Good Time, PDQ I, Firecracker, Nob Hill, Chamade, Moria, Red Rider, Pearl, and Blazin' J. From 1986: Smokin' J, Windjammer, Summer Palace, Paradigm Lost, Don Wan, Still Smokin', Three Sheets. From 1987: Neblina, Good Time, Angel Ann, Vim, Rum Tum Tugger, Amante, Ruckus, Dancer, Mona Too, Breezin', Temptation, Smokin' J and Mercedes.

Finally, from 1988: High Frequency, Mantis, Gemini, Fun, Don Wan, Sheba, Farr Out, Neblina, Perezoso, Freewind, Pik Off, Dancer, Ariel, Babies on Board, Sonata, Intrepid Fox, Dreamer, Merlin, Hobbes, Howlin' Owl, Wet Spot, Lykken, Sea Peptide, Power Play, and Folksong.

#### Whitbread Countdown

Things are heating up in the upcoming 33,000-mile adventure. Most of the 25 boats expected to answer the starting gun next month at Southampton, England, are here. Most of the fleet are staying in the Hamble River near Southampton, and the place is a beehive of activity. At Hamble Yacht Services, there are maxis in the water, maxis out of the water, maxis changing keel and rudders, you name it. Even the Russian entry, Fazisi (aka, the Golden Fleece Project) is there in the shed being finished.

The Russian boat is a story in itself. Currently, it's in a shed with no paint, no keel and nothing on deck. They say they'll

On Fisher & Paykel we're avoiding the Hamble, and have set up a training camp instead in Plymouth. It was a good decision: it takes an hour to get into good sailing water from the Hamble, while we can be in open ocean and good wind ten minutes from our dock at Queen Anne's Battery Marina. The marina is well protected with plenty of draft (we draw 14 feet) and we have two workshop containers, a sail container and an office portacabin on the dock next to our slip.

We just hauled the boat at the Royal Navy Shipyard in Plymouth for a final bottom job. The shipyard personnel were great: They're used to working on navy ships, and didn't know what to make of us at first. But once they found out we were in the Round the World Race, they couldn't do enough for us. In fact, almost everyone here considers F&P to be Plymouth's entry in the Whitbread Race



Lauren Carisle (left) and Sherry Perry, the women behind the scenes at the YRA office.

make the start, and are working 24 hours a day toward that goal. It's an unusual design: long and wide with a low freeboard and very high bulwarks on the bow. She's constructed of aluminum, and is supposedly very light and set up to carry a lot of sail area. Somehow, that doesn't compute with my knowledge of the IOR rule. Her sponsor is Pepsi (Russian?) and American Skip Novak, skipper of *Drum* in the last Whitbread Race, is working with them.

Our physical training has stepped up to a new level. We now train at 0500 six days a week at the Royal Marines Commando Training Center in Plymouth. We're climbing ropes, running obstacle courses and even have a drill instructor yelling at us. Sometimes I feel like got in the wrong line and signed up for a Green Beret unit instead of the Whitbread Race. It's hard work, but I know it'll pay off for us come September.

Each morning after "gym", there's a crew meeting and breakfast at the marina. There we discuss the day's schedule, usually a full day of either sail testing or crew training.

# THE RACING

Our emphasis has been on sailing the boat by watches. One seven-man watch will sail the boat, going through maneuvers like jib changes, reefing, spinnaker peels and jibes. The skipper, cook and myself (the navigator) are called upon if they need more hands. The other watch sits aft and observes the maneuvers, after which there's a debriefing and discussion of how we can improve. It seems to be working well, as the crew is becoming quite smooth at sailing shorthanded.

A couple of weeks ago, we sailed over to Oostende, Belgium at the invitation of Fisher & Paykel Europe to show them the boat. What we thought was going to be just another open house turned into something quite different: two Dutch Whitbread boats, Equity & Law (ex-Philip's Innovator) and Rucanor Sport had set up a race, billing it as should do since the "time on time" IOR handicap system greatly favors small boats. Then, they'd be able to use the win as a promotional tool for their fund raising efforts.

The race was a big production with thousands of spectators and international television coverage, so we couldn't back out. Unfortunately, we didn't know about the race until we landed in Belgium, so we just had dacron delivery sails and heavy spinnakers aboard. To top it off, half our crew left immediately to go sightseeing around Belgium and Holland.

So we raced with ten crew and a couple of the wives. It was a 17 mile race with a fetch, a reach, a beat and a run in 15 knots of wind. Our crew sailed flawlessly and the boat went like a rocket. We beat the second place boat, Equity & Law by five minutes on corrected time, shocking ourselves almost as

Our next race is the Fastnet Race. Most of the Whitbread maxis will be doing it with us, so it should be a real test. The next race for us after that is on September 2nd. That's when we take off on Leg One of the Whitbread Race, a month-long 6,281 mile jaunt to Punta del Este, Uruguay.

I can't wait.

- john jourdane

Readers — Steinlager 2 was the top Whitbread boat in the Fastnet Race, with Fisher & Paykel finishing three minutes later. Based on that performance, the two Kiwi ketches have replaced Merit as the pre-race favorites (see entry list).

SSS LongPac Race

The Singlehanded Sailing Society's third biennial Great Pacific Longitude Race, which began off Golden Gate YC on Saturday morning, August 5, turned into a rough ride for this year's crop of ten intrepid solo sailors. Each yacht was to reach out into the Pacific Ocean to a predetermined degree of longitude and then reach back which, after handicaps were applied, translated to between 400 to 500 miles of sailing depending on the size of the boat. Five boats made it; five didn't.

"After the first day, when we all bobbed around the Gulf of the Farallones watching whales and sharks, things got pretty wet and wild," said race winner Greg Cody, who sailed his blue C&C half tonner Sorcerer home on Wednesday morning, August 9, at 11:45 a.m. Cody, a 35-year Silicon Valley manufacturing manager, is a relative newcomer to singlehanding, but both he and Sorcerer rose to the challenge of the LongPac.

"There were only two scary moments," recalls Cody. "One was getting dumped by a really nasty wave that rolled the boat over on her beam ends. Fortunately, both the rig and the autopilot survived... But it took me an hour to clean up the inside of the boat, because the icebox was emptied by the crash." Not that Cody was in the mood to eat much during the trip: he only lit the stove twice, and existed primarily on granola bars, fruit and water.

"The other incident was even scarier," continued Greg. \*Right at nightfall on Tuesday night, while it was blowing about 30 knots, I nearly got run down by a freighter. I'd been calling my wife on the SSB, which meant I had to have my radar detector off. When I

# 1989-90 Whitbread Entries

Name	Skipper	Country	Type (Year)	odas
DIVISION A Fisher & Paykel	Grant Dalton	New Zealand	Fart 83 ('88)	6-4
Steinlager 2	Peter Blake	New Zealand	Farr 83 ('88)	2-1
Merit	Pierre Fehlmann	Switzerland	Farr 81 ('88)	7-2
Rothmans	Lawrie Smith	England	Humphreys 81 ('89)	9-1
NCB Ireland	Joe English	Ireland	Holland 81 (*88)	12-1 12-1
Baitic Maxi	Markku Wilkeri	Finland	Frers 81 ('89)	12-1
Beimont Finland II	Harry Harkimo	Finland	Fart 80 ('84) Visiers 77 ('88)	12-1
Fortuna	Jan Santana	Spain Sweden	Fart 80 ('88)	16-1
The Card	Roger Nilson	Finland	J/N 82 ('88)	16-1
UBF Finland	Ludde Ingvall Tony Esson	England	Faroux 81 ('89)	20-1
British Defender	Giorgio Falck	Italy	Farr 80 ('84)	25-1
Gatorade Operation Cargo	Max-Philippe Couteau	France	Dumas 72 ('89)	25-1
Atlantic Privateer	Bob Salmon	England	Farr 80 ('84)	25-1
Fazisi	Alexel Greschenko	USSR	Group VTK ('89)	100-1
Division C Hispaniola US Women's Challenge Equity & Law II	Jorge Rendondo Nance Frank Dirk Nauta	Spain USA Holland	Gonzalez 65 ('88) Dumas 57 ('88) Vrolijk 63 ('88)	
DIVISION D Maiden Le Poste Rucanor Sport	Tracy Edwards Daniel Maile Bruno Dubols Michael Krueger	England France Belgium W.Germany	Farr 58 ('80) Frers 51 ('87) Dumas 58 ('87) Rommel 52 ('89)	
Outborn			100	
CRUISING CLASS Creightons Naturally Schlussel von Bremen With Integrity	John Chiddenden Harm Muller-Rohick Andrew Coghill	England W.Germany England	Williams 80 ('80) J/V 63 ('89) Gumey 77 ('73)	

the "Whitbread Prologue". It was their chance to beat one of the big Whitbread maxis on handicap time around the buoys, which they

much as the Dutch sailors. Maybe these funny looking ketches are something to watch out for after all!



"Sorcerer", top, and "Chelonia" head out into the Pacific in the recent SSS LongPac.

switched it back on, the thing went crazy. I looked outside and saw a freighter bearing down on me from a few hundred yards away. In the space of about 30 seconds, I illuminated my sails and tried to reach the freighter on the radio. Then I ran out on deck, with no harness on and dressed only in my underwear, and steered out of his way. We missed each other by less than the distance of a football field. He never saw me or acknowledged any of my radio calls..."

Other boats had their problems, too, such as Reed Overshiner's International Folkboat Reliance, which lost her self-steering gear on the way back in. Overshiner handsteered nearly 200 miles, claiming he set a kite in the high winds to scare himself into staying awake. According to SSS Commodore Ants Uiga, who withdrew his Scoop from the race fairly early with LORAN problems, "Of all the people out there — even though he hardly got any sleep — Reed seemed to

enjoy himself the most."

The LongPac qualified all participants, even the DNFers (most of whom called it quits within 30-50 miles of their target longitude when the wind really began howling), for next summer's Singlehanded TransPac, scheduled for June 30, 1990. Race chairman Peter Hogg has already received 72 requests for race applications, which he figures could translate into 30 or so entries — making this the biggest Singlehanded TransPac yet.

1) Sorcerer, C&C 1/2 Tonner, Greg Cody; 2) Geodesic II, Morgan 30/2, Ralph Morganstern; 3) Club Dead, Yankee 30, Geoffrey Faraghan; 4) Logical Switch, Express 37, Fred Joyce; 5) Reliance, International Folkboat, Reed Overshiner. DNFs: Aquila (Olson 40, Graham Hawkes), Red Stripe (Sonoma 30, Buz Sanders), Scoop (Mair 28, Ants Uiga), Chelonia (Yankee 30, Ed Ruszel), Sooner (Ranger 23, Gerald Strong). (10 boats)

#### **ProSail Preview**

Towering dark thunder clouds had suddenly started forming over Wrightsville Beach, North Carolina. The sun was still shining offshore, illuminating the blue water of the Atlantic, as the wind picked up to 30 knots. Aboard our P-40, we briefly considered attempting to tack our 26-foot wide cat up the narrow channel back to the ProSail Dock, but quickly lost interest in that option as an ominous curtain of clouds obscured the shore from our view.

Lightning struck the water frighteningly close, and our bones were rattled by deafening claps of thunder. It was obvious that we had to run off. Our crew — skipper Tom Blackaller, Jack Halterman, Jay Crum, Zan Drejes, Cam Lewis and myself — dropped the traveller, eased the mainsheet and piloted our boat offshore in the building seaway to escape the wrath of the oncoming storm.

Though we were running at 25 knots, the storm easily overtook us. Then, we saw it: a waterspout, two miles to weather and bearing down on us at a startling speed. Tom called for us to drop the fully battened main, no easy feat with cold, stiff fingers as freezing winds drove waves over the 40-foot hulls and through the volleyball net trampoline. We had barely begun when the waterspout screamed close by the starboard side, swirling off into the distance.

We continued to run off under just our small self-tending jib as the storm pelted us

with a double helping of hail driven by 35 knot winds. Chilled to the bone and eager to escape the elements, Zan dimbed into the chute launcher and zipped himself in. The rest of us, except the driver, huddled inside the hulls, sheltered from the hail, but getting drenched every few seconds as waves crashed into the cockpit.

The East Coast is known for its weather extremities, and true to form, the storm dissipated as quickly as it began. Three hours later, we had peeled off our drysuits and were enjoying flying a hull in the warm and sunny April afternoon.

We were in Wrightsville for the first of four 1989 Salem ProSail regattas, a professional catamaran circuit for Hobie 21s and Pro 40s. The latter is a one-design class similar to European Formula 40s, designed by Gino Morelli and all built by Merrifield-Roberts in Newport, R.I. Two non-one-design cats (Nyhart's and Barnett's) have been grandfathered into the P-40 class, bringing the total number of boats to six this season. Skippers are Tom Blackaller, Randy Smyth, Ken Read, Scott Allan, Andrew Nyhart and John Barnett.

Wrightsville proved to be extremely close



A wet and cold Jay Crum clutches a fender and attempts to smile as he rides out the lightning storm inside of "US Video's" hull.

racing between our boat, Duraflame/U.S. Video/Pecco, and Smyth's Super Lube. We won the regatta in the final 30 seconds, only

# THE RACING

to lose to Smyth in the next round at Annapolis by five feet at the finish of the last race. We won the third round in Newport, R.I., and Smyth's team is looking for revenge when the ProSail circuit convenes for the fourth and final regatta next month, this time on our home turf, San Francisco Bay.

Held between September 15-17 off the Cityfront, the short, spectator-oriented courses will be laid out between Treasure Island and Crissy Field. There probably won't be any water spouts or hail storms, but there will be plenty of action on the race course as the fastest closed-course sailboats in the world vie for the \$110,000 purse. With Smyth only one point behind us, and Hobie 21 leader Pete Melvin only one point ahead of Carleton Tucker, this is a do-or-die, winner-take-all showdown for both classes.

The series will be based at Pier 39, with races on Friday, Saturday and Sunday. Hobie 21s will race at 11 a.m. each day, followed by the P-40s at 1 p.m. Come on out and support your local team!

— jot fisher-smith

Hans Christian Regatta

The fourth annual (well, with the exception of 1988) Hans Christian Regatta was held on August 19, courtesy of the Hans Christian Association, World Yacht Center and the Encinal YC. Eleven of the sturdy Tai-



Gordie Nash's "Fair Haven" (#39) on the starting line in the Franks Tract Regatta.

the Estuary off Encinal YC.

Ma Rousse ("my redhead"), Bud Moody's Pacific Cup veteran HC 48, won by almost ten minutes over a pair of HC 43s, Benjamin Walters and Lady Guinevere, both trophy winners in the '88 Colin Archer Race. Unfortunately, the winner of the first three Hans Christian Regattas, the 43-foot Vouvray, wasn't there to defend her title. Regular readers may recall that she was stolen from her berth at Metropolitan YC in late 1987, and was last spotted in Mexico and Costa Rica.

According to yacht broker Harold Del Rosario there are around 75 Hans Christian yachts — which come in five traditional double-ended models as well as three Christina "performance cruiser" (fin keel, no bowsprit) models — in the Bay Area. "All the class officers took off cruising last year, which is why we didn't get around to having a

get in on the action by calling Jim Scala at (415) 283-2753.

1) Ma Rousse, HC 38, Bud Moody; 2) Benjamin Walters, HC 43, Lee Stimmel; 3) Lady Guinevere, HC 43, Keith Holmes; 4) Rastlos, HC 43, Curt Wheeling; 5) Andersdatter, Christina 43, Andy Lorenz; 6) La Scala, HC 43, Jim Scala; 7) Sidonia, Christina 40, Tim McCormick; 8) Justin Thyme, HC 43, Lindy Linquist; 9) Zydeco, HC 33, Peter Charron; 10) Ragamuffin, HC 38, Al Martinez. (11 boats)

**Franks Tract Regatta** 

"The Franks Tract Regatta is to the Delta what the Big Daddy Regatta is to the Bay," claims Commodore Bob Harford of the host Andreas Cove YC. Thirty-six boats (30 racers and six cruisers, who came strictly to party) participated in the ninth version of this funfilled weekend regatta on August 5-6. Overall winner of the three race series was Stockton Sailing Club's John Notman, sailing his J/24 Knots. For his effort, Notman got his name engraved on the perpetual trophy — a model of the tractor which supposedly is sunk somewhere in the Tract.

"Contrary to popular belief, you can race keel boats, at least those that draw under six feet, in Franks Tract," said Harford. Still, on the corners of the triangular courses, many boats bumped on the Delta mud, and some claim to have bounced off the various farm implements that are thought to be lurking on the bottom of the race course. ("We hit a tractor," swears one skipper. "It was a John Deere — I could tell by the noise!")

But the racing was just one aspect of this sunny laid-back event: other activities, which were centered around Boyd's Marina, included volleyball, dancing to "The Flashbacks" and a Sunday brunch. "The whole



wanese-built Hans Christian yachts competed on a 19-mile reaching oriented "Colin Archertype" course: from the start off the remains of the Berkeley Pier up to Little Harding, to Blossom, to a mid-channel buoy off Angel Island's Quarry Point, and to the finish on

A pair of HC 43s drive to weather in the Hans Christian Regatta. "La Scala" is in the foreground.

regatta. But the Hans Christian Association is definitely making a comeback," says Harold, who encourages all owners of HC yachts to



weekend was wonderful!" enthused Sally Richards, who sailed on Ralph Felton's newto-him Capo 26 Wreckless.

Div. I (PHRF less than 179) — 1) Wreckless, Capo 26, Ralph Felton/Kame Richards/Carl Schumacher; 2) Vintage, Tempest, "the Bauer kids".

DIV. II (PHRF over 179) — 1) Bad Dog, J/22, Deborah Petree; 2) Poco A Poco, J/22, Koch.

DIV. ill (level rating of 168) — 1) Knots, J/24 John Notman; 2) Cachalote, Merit 25, Magoon.

COLUMBIA 5.5 — 1) Chaos, Jim Warfield; 2) **Nefretiti**, Dana Smith.

#### **Race Notes**

The 1989 Rolex Swan California Regatta, held on July 30-August 4 off Newport Beach, consisted of five days of sunshine, light westerly breezes, Rolex watches, Rolls Royces, a few thousand bottles of Ruffino wine and 36 lovely Swan yachts. Classiest of these classy yachts was Carolina, a Swan 44 from Vancouver, which won the Prix D'Elegance. Panther won an award for the oldest Swan competing, Canus Lupus won the best dressed crew award, and so on.

Oh, and there was racing, too. The big winner was Sacramento's Diepenbrock family, whose Swan 46 *Troubadour* won Class B and overall (and was sold to a new owner during the regatta). Class A was won by Vic Fargo's Swan 57 *Lady Godiva*, while *Indemnitor*, the Wood/Mahan team's Swan 371, won the cruising class.

Balboa YC's 23rd annual Governors Cup, a.k.a. "the Congressional Cup for teenagers", was held off Newport Beach on August 2-6. Twelve teams of junior sailors (15-20 years old) match raced each other in Santana 20s, with Mark Christensen, representing the New Zealand Yacht Squadron, coming out on top with an 11-1 record. Richmond YC's Jason Fain, last year's winner, also had an 11-1 record, but took second on the tiebreaker. Tony and Jennifer Fisher

crewed for Fain. Geoff Becker of host Balboa YC was third, while St. Francis YC's team (skipper Morgan Larson, Hogan Beatie and Vaughn Siefers) came in fourth with an 8-3 record. San Francisco YC's entry of skipper Rick Moseley, Ward Greunke and Josh Hardesty came in eighth.

Overall winners of the Pete Smith Series, the four-race spring MORA (Midget Ocean Racing Association) series follow: 1) Friday, Express 27, John Liebenberg, 4.75 points; 2) Bloom County, Mancebo maxi, Carl and Mark Ondry, 6.75; 3) Animal Farm, Wylie Half Ton, Rod Phibbs, 15. The top three in the light division were Friday, Bloom County and Roger Heath's Moore 24 Sparrowhawk. Topping the heavy boats was Animal Farm, followed by Wilt Wong's Olson 911S Seaductress and John Dukat's Mancebo mini Critical Mass. A total of 38 boats were signed up for the series.

The magic continues: If you were paying attention last month, you already know that *Merlin*, the grandaddy of the SC 70s, has embarked on a new career as a charter boat in Honolulu. What you probably don't know is that *Ralphie*, Davis Pillsbury's SC 50 (ex*Shandu*, ex-*Upbeat*), was sold to Bill Boyd immediately after the TransPac. Apparently Boyd, who chartered the N/M 55 *Strider* for the TransPac, has put the SC 50 into the same charter outfit as *Merlin*. The new name for the boat? Why, *Sorcerer's Apprentice*, of course!

The 1989 US Sailing Team has recently been announced, and six Bay Area residents made the cut. They are Brady and Bryant Sih in the Men's 470 class; Steve Gould and Greg Sieck in the Star class; Bob Billingham (crewing for San Diegan Vince Brun in a Star); and Ron Anderson (crewing for Seattlite Bill Buchan in a Star). The team is selected by the Olympic Yachting Committee based on the athlete's ranking in OYCapproved regattas. Benefits of making the team - other than the adulation of one's peers — include travel grants, specialized coaching, medical insurance, clothing and more. The purpose of the team is to give American sailors an edge in the ten sailing classes at the 1992 Summer Olympics in Barcelona, Spain.

A battery-powered plant? Duracell, Inc. has signed on as the title sponsor of Minnesotan Mike Plant's 60-foot entry in The Globe Challenge, a thoroughly nasty 24,000 mile nonstop singlehanded race around the

world. Plant is the only American in the anticipated field of 15 starters who will heed the starting gun on November 26 off the French coastal town of Les Sables d'Olonne. Plant, 38, won his class in The BOC Challenge in 1986-87 and is considered one of the favorites to survive/win this race. The Globe Challenge is a "tune-up" for the better known BOC Challenge, a three legged 27,000 mile singlehanded race commencing September 15, 1990.

News from the Etchells 22 fleet: San Francisco YC hosted the inaugural Easom Founder's Trophy Regatta for E-22s on August 26-27. The regatta is in honor of Hank Easom, the popular former boatyard owner who introduced the E-22 to the Bay. This elevates Easom to the status of Bob "Big Daddy" Klein and Horace MacKerrow, the only other living sailors we can think of to have local regattas named after them.



What, they named a regatta after me? Hank Easom, one of the good guys in the sport of yacht racing, in a lighthearted moment.

Rancho Cordova's **Kim Zetterberg** represented Area G in the **USYRU Single-handed Trophy** (a.k.a., the O'Day Trophy) in Corpus Christi on August 8-10. Zetterberg came in a respectable fourth out of 14 in the Laser series.

Jerome White beat up the 8-boat fleet at the **Contender Nationals**, held on July 28-30 out of Santa Cruz YC. White, of Santa Barbara, bulleted all five races. San Jose's Kirk

# THE RACING SHEET

Price was a distant second.

The latest skirmish on the International 50 foot Yacht Association circuit was held in industrial Muskegon, Michigan, on August 3-6. Wictor Forss' Swedish Farr 50 Carat VII won for the third time, followed by Infinity, Fujimo, Windquest and Abracadabra. Three boats (Windquest, Champosa and Infinity) lost rigs in the unexpectedly windy six-race series. In winning, the quick Carat — which Abracadabra helmsman Curt Oetking likened to a "fuel dragster racing against a fleet of stock cars" — solidified her lead in the six-race World Cup Trophy over the N/M 50 Infinity. The series concludes with a regatta in Newport, R.I. on September 6-10.

Fast women: The cream of the Bay Area's female sailing crop will be competing in the Rolex International Women's Keelboat Championship in Newport, R.I., on September 18-22. Up to 50 teams from around the world will compete in the J/24 event. Representing Northern California and the Corinthian YC will be skipper Marcia Peck Mahoney and crew Helena Guy, Melinda Groen, Katherine Kipp, Anna Peachy and Latitude's own Kay Rudiger. Also competing from the Bay Area are Jennifer Dunbar, Pam Healy and Louisa Herr, all of whom will be sailing with defending champion J.J. Isler of the San Diego YC.

Sparmaker Joe Hulse, sailing with Doug Hodges and Gary Edwards, piloted One Wabbit Two to victory in the annual Wylie Wabbit Wiver Wun, a 45-mile "migration" from Richmond YC to Rio Vista. Eight Wabbits competed in the fun marathon, which began as always with a Le Mans start from the RYC docks and ended with a BBQ at Brannan Island. Second place went to WPOD (skipper Billy Erkelens, Melinda Groen, John Groen), while perenniel WWWW winner Keala (skipper Carlos Baddell, Mark Rudiger, Keith Stanke) ended up third after capsizing.

Leadmine lowdown: The winner of the Maxi Series in Mallorca in early August was Longobarda, a spanking new Italian Farr design steered by American John Bertrand. Second was another Italian Farr boat, the Paul Cayard-driven Il Moro de Venezia. (Her owner, Raoul Gardini, has been in the news a lot lately — he's the guy who tried to corner the world soy bean market.) Australian Alan Bond's new Pedrick maxi, Drumbeat, was third in her debut with Peter Gilmour driving. All three campaigns are apparently using the maxi circuit as a training ground for the next America's Cup, which almost certainly will be sailed in 75-footers. As we go to press, the maxis are at it again, this time in Sardinia.

Eighty-five boats participated in the United Way Regatta off Santa Cruz on the grey day of August 20. Summertime, Bobbo

Larson's Moore 24, was the overall winner, as well as winner of Division C. Topping the other classes were Oaxaca, Jim Ryley's SC 50 in Division A, Matt Lezin's Gulfstar 40 Windrunner in B and For Sure, Eric Petersen's Santana 22, in C. Winning the big enchilada — a raffle for a new Ford Bronco — was Todd Jones. There's no word yet on how much money was raised for the United Way of Santa Cruz County (last year's regatta netted \$18,000).

It's Miller Time! The third of four Ziploc Ultimate Yacht Races is currently underway in the suds capital of the world, Milwaukee, Wisconsin. Held between August 31 and September 4, the series was expected to attract three Ultimate 30s (Mark Ploch's Chattanooga Chew-Chew, Mike Hobson's Flyer, San Franciscan Russell Long's new Team Duraflame). Also expected were the usual field of a dozen or so One-Design 14s, including two Bay Area entries (Will Baylis, sailing with Steve Rosenberg, and the Mark Starrat/Tom Wondolleck team).

Russ Silvestri's newest project, a boat called 30 Something (ex-Spirit of Connecticut), didn't come together in time to make the regatta. Long's new boat — a Moore 30 hull topped off with a Larry Tuttle-built custom deck and nig — will be crewed by Long, Tuttle, Larry Leonard and some of the Ondine crew. According to ZUYR race manager Jim Taylor, the Ultimate 30 prize money is \$100,000 plus \$5,000 per entry, i.e. \$115,000 if all three boats show up. ESPN will televise the event in a one-hour special tentatively scheduled for October 9 between 7-8 p.m.

The Santa Barbara to King Harbor Race, a fun 81-mile downwind sail, took place on August 4. Blondie's 1988 record time of 7 hours, 10 minutes was never remotely threatened, partly because all the sleds except Grand Illusion were still returning from the TransPac and mostly because conditions were quite mild. Winner of the small (13 boats) IOR class was the SC 50 Deception, under charter to SBYC's Richard Allen. First in the 36-boat ULDB fleet was Captain Sluggo, Mike Burke's Hobie 33, followed by Reuben Vollmer's SC 50 Elusive. Ocean Star (ex-Immonette), a Frers 46 now owned now Glen Lund, topped the 87-boat PHRF class, with Larry Atkins' Farr 38 Timber Wolf coming in second overall.

Love lost: Ron Love, a.k.a. "Ronaldo Amore", recently quit as general manager of Barient/Sparcraft in Costa Mesa to pursue a career in real estate. Former Bay Area

sparmaker Dave Hulse will pick up the reins. The Santana 20 Nationals were held July

The Santana 20 Nationals were held July 3-7 in Klamath Falls, Oregon. Thirty boats from as far away as Canada and Mexico showed up for the six race series, which was swept away by Bart Hackworth, a former Bay Area dinghy sailor. Bart, who now resides in San Diego, posted a 1,1,1,4,1 record to finish comfortably ahead of Chris Winnard (San Diego) and sailmaker Harry Pattison

(Newport Beach).

Sex, lies and videotape. Well, videotape at least. Aside from stray Rob Lowe home movies, the hottest videotape in Marina del Rey these days is of a rather spectacular accident at the start of Cal YC's August 16th Wet Wednesday beer can race. As the gun went off, the Choate 48 Wolfpack (ex-Annabelle Lee) sheeted in to go upwind, at which point her lower shroud broke and her rig tumbled. The top of her mast landed on the Holland 43 Predator (ex-Scalawag), breaking their lifelines and a spinnaker pole that was lying on the foredeck. Meanwhile, half a boatlength behind the mayhem, the R/P 42 Persephone found herself pinned between the two connected boats with nowhere to go except straight into, and over, Wolfpack's now horizontal rig. All three boats banged around together for awhile before heading off to the boat hospital. Sorry, we lied about the sex.

So you want to be a rock n' roll star? The two latest events on the emerging professional sailing circuit are the Rainbow Formula Racing league (Formula 500 cats and USBA sailboards) and the Nantucket Cup Racing Association (match racing in custom 38-footers). Both of the new events are scheduled to kick off in 1990 — we'll spare you the details on each for now.

At the other end of the racing spectrum from pro sailing was the strictly amateur El Toro Oldtimer's Race, held at Richmond YC on August 11. Big Daddy Klein led the 30 boat fleet to the windward mark, but at the wire it was Jim Warfield who took home the

gold, followed by Cathy Doering.

Long Beach YC's Cabo Race, which features divisions for both PHRF and IOR boats, is scheduled for November 10. "It's never too early to line up a good ride," advises local rockstar Hiram Gunn, who reminds everybody that S = 2 x Vs x sin (a), where "S" is separation from other boats, "VS" is boatspeed and "a" is one-half the jibe angle. Combine this with G = S x sin (b), where "G" is gain and "b" is the number of degrees in a windshift and, according to Gunn anyway, that's all you need to know to win this race. We're not sure, but we think that translates to "jibe on the lifts."

**Sign of the month**, sighted over the bar at the Santa Cruz YC: "Pray for me...! sail on *Eclipse*."

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# **CHANGES**

With the latest news from Gil and Karen in Cabo San Lucas; word of a nice new facility for cruisers in Costa Rica; the lowdown on the mooring situation in Cabo; a note about getting an "American fix" at Guam; a long letter recounting a trip from Costa Rica to Ecuador and the Galapagos Islands; our monthly Hawaiian Eye; more on the health risks in Puerto Vallarta; information on ham radios in Mexico; an adventure in Alaska; notes on a cruise from Florida to Antigua; and the usual cruise notes.

Cabo Christmas Regatta Papi's Deli Gil & Karen Oyanguren (Cabo San Lucas)

If you're social by nature and plan on being in Cabo San Lucas for the winter holidays, you might think about participating in the first-ever Cabo Christmas Regatta, sponsored by Papi's Deli, *Latitude 38* and various hotels, restaurants and merchants of Cabo San Lucas.

While details are still being worked out, the Cabo Christmas Regatta will be directed specifically toward sailing cruisers. As such, competition will be low on the list of priorities while laughter will be on the top. It's anticipated that the 'regatta' will consist of a couple of easy races, volleyball, fishing and rowing competitions, a cruiser's gift-giving parade to the kids of Cabo, caroling, Christmas and New Year's Eve

Host to the Cabo Christmas Regatta, Gil of Papi's Deli. By the way, do you have his bank deposit?

celebrations, and a bunch of free prizes. If you have any suggestions, please pass them along to Papi's or *Latitude*.

We'll have further details on the Cabo Christmas Regatta in the next issue of Latitude, and naturally they'll be updates over the Cabo Net.

What's new in Cabo for the upcoming season? Here's what Gil and Karen have to sav:

"Cabo is really going through a big change. There are new hotels everywhere along the Inner Harbor. The berths will be coming in soon [See related article elsewhere in Changes] and I bet they'll go fast!

"Cabo has its first radio station! It's "Cabo Mil" on 96.3 FM. It's a terrific station that plays all kinds of music. The big hit with the locals has been something called Red, Red Wine; it's constantly being dedicated to someone or something. The station gives a weather report each night at 7 p.m. after the news.

"The streets of Cabo are looking real nice now that a layer of red brick is being put down. There's also a new wholesale warehouse similar to PACE or the Price Club in the States. Although you have to buy in bulk, the prices are still double what they are in the States.

"Having said all that, we'd like make two appeals to Latitude 38 readers. The first is for everyone to either send or bring down as many good condition children's clothes or toys as possible so they can be distributed to the poor on Christmas. Either send the stuff down with a cruiser headed this way or bring them to Latitude's "Mexico Only Cruiser's Party" to be held at the Sausalito Cruising Club on October 5. Most Americans have no conception how happy their good condition discards can make less fortunate people feel. The gifts go to children whose parents are not lazy, but who have been getting squeezed more all the time by Mexico's economic troubles.

"Our second appeal is of a more personal nature. A few months ago we went to the States to withdraw some money from our bank to take a vacation. We were horrified to learn there was almost nothing in the account! When the dust settled, we discovered a deposit we'd made 2½ months before had never reached the bank. Then I remembered that I'd given the



deposit to a yachtie who was flying to San Francisco. He promised to mail it right away, but obviously didn't.

"I can't believe any yachtie would steal our bank deposit. There was no cash, it was all Traveller's Checks. I bet it's sitting in someone's backpack. Please, please, please, if you're the person who played courier with our deposit, please get it to the bank or back to us.

"Maybe we should have known better, as this isn't the first time a yachtie flying home has failed to deliver mail as promised. I remember my Mother once gave a yachtie a letter that didn't get mailed for 5½ months. We're going to have to start screening couriers.

"The start of the cruising season isn't too far away, and we're getting eager to greet all the new and old cruisers on the Cabo Net, sign them up in the Deli for the "Some Like It Hot" Cruiser's Rally, and help host the Cabo Christmas Regatta."

So ends Gil and Karen's letter.

For cruisers not familiar with Gil and Karen, they are the owners of Papi's Deli in Cabo San Lucas, which has pretty much become the information and assistance center for sailors. Gil and Karen run the Cabo Net out of their Deli / Ice Cream Parlor, have given away free ice cream cones to "Some Like It Hot" First Mates, and done dozens of favors for cruisers over the

## IN LATITUDE



years. If cruisers have two better friends in Mexico, we're not aware of them.

- latitude 38 8/23/89

#### Isla Gitana — Costa Rica Carl & Linda Ruegg

There is a new facility for the cruising yachtsman on a beautiful tropical island in the most peaceful democracy, Costa Rica. The incredible preponderance of beautiful girls is a real danger to the yachtsman who has the temerity to have a female crewmember or wife aboard.

The new facility is at Isla Gitana (Gypsy Island) in the Gulf of Nicoya, six miles west and a little south of Puntarenas. On the charts it is called Isla Muertos or Isla Pajaros. It is, to put it mildly as possible, a sailor's paradise that compares most favorably with the Caribbean or the South Pacific.

The island has the best anchorage in the Gulf of Nicoya. We monitor Channel 16 on both VHF and CB. Coconuts, mangos, papayas, Bougainvillea and hibiscus abound. We have our own tribe of monkeys and about 100 species of birds have been reported.

The Tropical Bar, McRoogleburger's Three Arches Restaurant and cabins are operated by Princess Linda. We have lots of beaches, a big pool, three BBQ pits, volleyball, ping-pong, darts, racquetball,

The relatively pre-developed Cabo of 1987. Did hurricane Kiko return her to this state?

horseshoes and more. We hope to eventually have a full service marina, including slips, grocery store, marine store, fuel and water — as well as charter and sportfishing fleets.

As I peruse the pages of Latitude 38, I am appalled by the cost the modern sailor is besieged with in the United States, Mexico, Panama and the Caribbean. In the days my 77-ft Rhodes ketch Galaxy roamed the seas from San Francisco to Florida and South America, our costs were minimal and so they are at Isla Gitana. The anchorage is free. We charge just \$2/day for our moorings, but credit that amount at the bar. If you put your yacht alongside our pier - like I do with my 77-ft ketch - it's just 50 cents/ft per day. Our labor is \$5/hour, and we can weld or bronze for \$25/hr. We've got air and electric powered tools, threaders, tube benders - you name it. We also have access to mechanics, carpenters, electricians and other craftsmen. And, we babysit yachts at \$3/day for sightseers or those taking trips back to the

The largest crowd we've had at the bar last year was the 40 cruising sailors who called themselves "the Class of '88". Our favorite sailor and one great guy was Bruce.

He stayed 5 months and drank half a case of beer a day. Linda really liked that.

Incidentally, the Gulf of Nicoya is a great place to sail. The weather is perfect all year round and there are not tropical disturbances. The Costa Rican YC in nearby Puntarenas welcomes yachties. The Pacific Marina over there does a great job on haulouts and repairs; they are not our competitors, they're our friends.

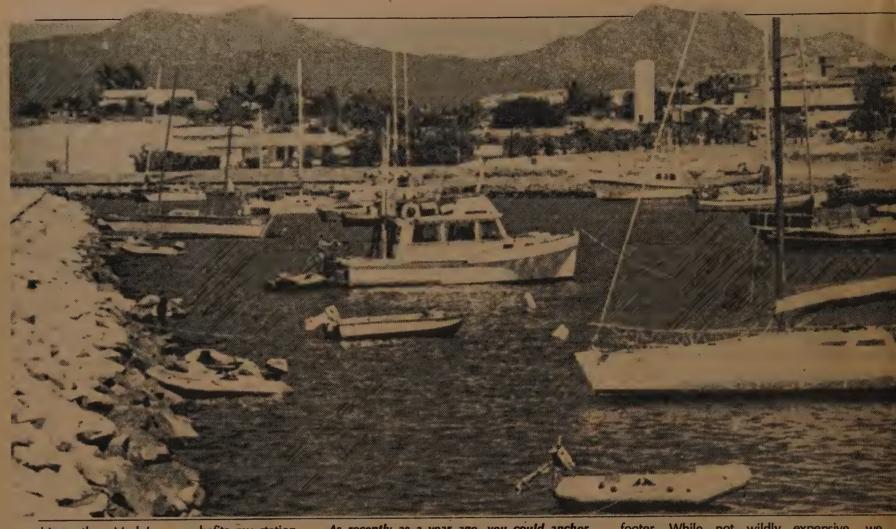
The Costa Rican government has finally

The Costa Rican government has finally realized that yachtsmen are valuable tourists, and unlike a few years back, it's "No Hay problema now. Nor port charges and the Port Captain is an alright guy.

Most yachties just hate to leave Costa Rica, and we hate to see them go. It's unfortunate that so few people really know about this wonderful country and how friendly the people are. It reminds me of Cabo San Lucas when the harbor was still an airport and when I was sailing aboard the 161-ft schooner Goodwill. The prices in Mexico then were like they are in Costa Rica now.

I have noted that you occasional refer to Merle Peterson, "President of the Pacific Ocean". 'Pete' happens to be a very good friend of mine; in fact he used to sail on San Francisco Bay with me aboard my first schooner. As such, I am calling myself "King of the Island". As we all know, kings appoint presidents; besides, my boat is

## **CHANGES**



bigger than Merle's — as befits my station. In fact, my fleet — which includes dugouts and war canoes — measure well over 300 feet when put bow to stern, and is still growing.

Some sailors stay in Costa Rica a long, long time. Like me; I'm staying forever. But then, I like the tropical island.

- king carlos frijoles aka carl ruegg 4/4/89

#### Marina Cabo San Lucas Luxury Berths Coming To The Cape

Planning on anchoring at Cabo San Lucas this winter? Better not.

As has been the case for the last five years or so, all but the distant areas of the Outer Harbor are taken by mooning buoys. Last time we checked, these buoys went for \$250 or more a month.

Depending on circumstances and the whims of the various port captains, cruisers have often been able to spend a few days — or even weeks — on the hook in the Inner Harbor. Those days apparently are

According to Harry Nelson, owner of Almar, the largest operator of saltwater marinas on the west coast, anchoring in the Inner Harbor will no longer be an option. That's because his company — at the request of the Mexican government and in cooperation with *Fonatur* — is building approximately 320 slips at what is to be known as the Marina Cabo San Lucas. The first 80 slips are expected to be ready for occupancy by October 15. "In effect," said

As recently as a year ago, you could anchor in the Inner Harbor at Cabo. Chances are slim you'll be able to do it again.

Nelson, "our completed slips and ongoing construction will take up the whole Inner Harbor except for the turning basin."

The final breakdown of the slip sizes has not been decided, but it's envisioned that the smallest slips will be 35 feet, with as many as 40 slips in the 80 to 82-foot mega-yacht range. Yes, the sleepy old Cabo that many cruisers once knew and loved is been glitzed. Judging from current interest, Nelson believes his clientele will consist primarily of local condo owners with boats and the marlin killers who invade Cabo each winter. And yes, the Marina Cabo San Lucas will be a bonded marina where boatowners will be able to legally leave their boat in Mexico while they return to the States or travel elsewhere.

While this development is not welcome news for frugal cruisers, the marina and its many amenities will be welcomed by the well-heeled yachtsmen in search of luxury. Nelson says the Marina Cabo San Lucas will be first-class in all respects: "What you'd expect to find at a state-of-the-art San Diego marina." This means water and electricity, extra high spec concrete docks and pilings in anticipation of summer hurricanes, showers, a swimming pool—and perhaps in another 18 months, a boatyard with a 35-ton Travel-Lift.

State-of-the-art does not come cheap. Figure on paying around \$15/night for a 40-

footer. While not wildly expensive, we suspect the weary sailors arriving from San Diego will check in for two or three days at the most before heading for the distant free anchorage or less expensive cruising grounds. Boatowners will get about a 20% discount for signing up by the month, and another 20% by signing up for a year.

Given the humidity and threat of summer hurricanes, you might assume — as did Nelson — that hardly anyone would want to leave their boat in Cabo for the summer. But then he visited the marina site in July — when a hurricane threatened — and was surprised to count more than 100 boats still hanging around. The fact that Almar has received 152 requests for long-term berthing argues for the idea that Cabo is threatening to become what travel agents like to call a "year round playground".

If you're a budget-minded cruiser headed south, you still may want to visit Almar's Cabrillo Isle Marina at San Diego's Shelter Island. That's because the manna staff, headed by Dave McRoberts, will be handling all kinds of paperwork for Mexicobound cruisers, including initiation of the paperwork necessary to obtain 5-Year Permits for Mexico. For further information, the number at Cabrillo Isle is (619) 299-CABO.

If all this leaves you bemoaning the fate of the lovely old village of Cabo, it's too late for that. All winter everyone was saying how stunned they were at the changes in Cabo the last few years.

## IN LATITUDE



Apparently that was nothing. Nelson, who has been going down there all along, used the word "astounded" to describe the change he's seen in the last three or four months. The 500-room, six-story Cabo Marina Hotel (not affiliated with the marina by the same name) is just one of the changes. Another is lot prices; what once sold for \$25,000 now goes for \$250,000.

sold for \$25,000 now goes for \$250,000.

Before you blame Almar, remember the project is a joint venture between Fonatur, Mexican investors (who also own Aero Mexico) and the Mexican government. Almar's participation is limited to technical assistance and as an operating company. The Mexican government has already consulted with Almar over similar marinas at Acapulco, La Paz, Mazatlan and Ensenada. The most likely place for a second one would be at Acapulco, but even that is unsure and years in the future.

— latitude 38 8/10/89

Yankee Lady - Traveller 32 Lisa, Robert and Cutter (2) Hodierne Guam

(San Francisco)

After six weeks of breadfruit, taro and coconut milk on a perfect island called Pulap, 'Guam Gloss' looked pretty good to us. We gorged on chocolate shakes at Swensens, tried tostadas at Taco Bell and had our share of Big Macs. Guam is nothing if not a fast-food haven.

It's also a good place to either replenish the cruising kitty or stock up on

groceries at American supermarkets. They have a Safeway that's bigger than anything in California. We spent about 6 weeks sprucing up our boat for sale, and found just about everything we needed, including teak oil. Our new rigging was shipped over from California, as was a goody package from West Marine. Postage to Guam is cheap because it's part of the United States postal system. Even telephone calls to the States from Guam are cheap when compared to the \$10/minute we paid in Tahiti.

Hauling out in Guam is not like hauling out in San Francisco, and it further requires paint being sent over from the United States and orchestrating the crane and cradle yourself. When friends learned it was going to cost them \$6,000 to haul their 70-foot boat, then went to Yap where the brand new rails would cost just \$400 to use. Something to consider.

Guam has one of the lowest unemployment rates anywhere, and finding a job there to fatten the bank account seems pretty easy. A bunch of cruisers are taking a break to teach at the community college, and other job opportunities seem endless. The drawback is that it is so American. Initially we reveled in the conveniences, but ultimately were put off by the place. It does have some beautiful beaches, however, and more importantly, a safe place for your boat.

It's common for cruisers to steer clear of Micronesia because of the typhoon season in this area and head down for New Zealand. We're glad we didn't. From Fiji to Guam is the best cruising we've encountered. At one atoll in the Truk islands (outside the lagoon), we were only the second yacht to ever visit. You can imagine the reception. It was just what we had been searching for — and secure, too. With five anchors set and lines tied to coconut trees, we safely sat out an unusually early typhoon this April.

Thanks to the excellent and frequent weather forecasts from the United States Coast Guard in Guam, we had a good idea of what was going on. The Coast Guard broadcasts every six hours at 2130 and 0330 Zulu on 13.113.2 upper side band and at 930 and 1530 on 6506.4 upper side band. They cover the area from the Equator to 50° north and from the international dateline to the China coast, paying close attention to the Big Stuff.

When a typhoon looks imminent at Guam, you can move your boat into the two-year old Harbor of Safe Refuge that was built as a hurricane hole. Cruisers can pay \$100 at the start of the season and then only \$5 a day if they have to use it. Or, you can take your chances and pay the \$20/day fee if you haven't pre-registered. The harbor is also a good place to leave your boat is you want to fly home to the States.

The worst thing about Guam is that you really need a car. Rusty 'Guam Bombs' abound. Cruisers buy these cars for between \$500 and \$800, then sell them for about the same amount when they leave. We had to rent a car for six weeks at an expensive \$130/week. Unfortunately, there is no public transportation to speak of, and the Marianas YC is far from Agana and Tamuning, where most of the stores and restaurants are.

When we were in Guam, the best place to moor a yacht was off the yacht club. But on July 1 the club moved to a



Cutter Hodierne (2) of "Yankee Lady" with his best buddy, Sweeter, on Pulap in Western Truk.

mosquito-infested site where you have to slog through a lot of mud in order to get to shore at low tide. As for the club itself, it

## **CHANGES**

gives a new dimension, socially speaking, to "As The Anchor Drags". Lessons from charm school would help. But like anywhere, there are some terrific people. Toni and Craig Renck, cruisers who are going to hursing school, are two of them.

If you're in the middle of the Pacific and need an American fix, Guam is the closest place to get it.

- lisa shepard hodierne 7/31/89

Quick Silver - Yankee 30 Ed & Mary Larenas Ecuador And The Galapagos (San Carlos)

The following is a generic letter, the only way I can tell all our friends about our 1987-'88 trip from Costa Rica to Ecuador and the Galapagos aboard our Yankee 30.

First, a little about our boat. When we moved to the Bay Area from Humboldt County, we first bought a Columbia 36 and lived on a mooring at Pillar Point (Half



Ed Larenas checking out the sights on the way to Ecuador.

Moon Bay). But before going cruising, we decided that the Columbia just wasn't built tough enough for extended offshore cruising. Of course, we were later to see some in the Marquesas, so who knows.

It was Peter Jones, owner of the

Yankee 30 Emerald, who got us interested in that design and ultimately Quicksilver. We loved the boat and found it was almost an ideal cruiser for two people. The one major drawback was that the 10 hp engine is not powerful enough to push into any kind of headwind or sea. The only two modifications we made to the boat were to add running backstays (recommended by the designers S&S, but necessary only for my confidence) and to refit the leaky ports with Lexan.

While the Yankee 30 was big enough for two while cruising, it wasn't big enough when we returned to Pillar Point and had to take up work again. Subsequently we've purchased a Tartan 41, *Drambuie*, which is more comfortable to liveaboard when living the working life, and better suited for cruising with children, which we hope to do in five or six years. We're now at the docks at Pillar Point and love it.

Back to our trip. As always, cruising is a mixture of extremes. From Playa del Coco we sailed directly to Bahia Ballena, a fine anchorage at the northwest entrance of the port of Puntarenas. There we found the yacht Viking, which we knew from Mexico, high on the beach and abandoned. It was a horrible sight. Having sprung several planks, she had been intentionally beached. We found her owners still in shock but safe, at a hotel on the beach trying to sell their gear. I think the loss of the boat was a blessing in disguise; Viking was an old iron-fastened boat with many worm-eaten planks.

From Bahia Ballena we sailed to Quepos and Manual Antonio National Park. The anchorage was lovely and safe, the white sand beach clean, and monkeys played in the palm trees along the beach. From there we went into the jungle and explored for two days. What a joyl We also got our first glimpse of a capybra, the world's largest rodent. We were reluctant to leave this area, but our visa had nearly expired and we had ocean we needed to cover.

Our sail to Isla Cana was a 30 hour bash into the wind and seas. We were grateful to arrive just before dark as the winds were reaching gale force. When dawn broke we found ourselves in the company of three other yachts — all of whom were friends we'd met along the way.

Isla Cana is a paradisel Fresh water



pools deep in the jungle. Vistas of the coast from a high plateau covered with huge trees. The trees almost hidden by the biomeliads growing on them. The rangers on the island gave us a tour of the area and we reciprocated with a feast of shrimp — which had been presented to us the previous night by fishermen in the anchorage. We stayed for two days before weighing anchor and heading for Golfito.

Enroute to Golfito we were visited by a large fishing boat that wanted to give us some of their catch. With both of us still steaming ahead, we positioned our stern in front of their bow and tossed them a line. It was quite a scene. After pulling in the fish I gestured at a bottle of awful Costa Rican wine we had. They wanted it, so the transfer was reversed with the wine. But what the men reallillily wanted was my t-shirt — the one on my back! Yes, I took it off and tossed it to them. It nearly caused a riot on their foredeck. The fish they gave us fed four yachts and Captain Tom (who runs the small restaurant and bar) in Golfito.

Once a lively port with ships arriving and departing every day, Golfito is now almost a ghost town. All that is left is the worst of what was once there. Our

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Ed and Mary worked up quite a thirst on the way to Costa Rica.

outboard was stolen from our wired-to-ourboat tender while we slept. We only stayed long enough to provision and clear.

Our downwind sail to Panama's Isla Coiba was greatl We were travelling so fast that we decided to head further offshore to avoid inshore dangers. That night was a little frightening, as we knew we'd be passing the single offshore danger, a 100meter tall rock, in the middle of the night. Thank God for the clear night and full moon or we wouldn't have risked it. But at 0300 we safely passed the rock about three miles to port, finally allowing the skipper to get some rest. As though it were a reward, the sunrise was spectacular with rain-bearing turbulent thunderheads racing our way. Sure of our position and with a clear course to a rapidly approaching safe anchorage, I was relieved.

Although a prison island, Isla Coiba is nearly 30 miles in diameter and the prison is a long way from the well-protected anchorage. We soon met Raphael, the caretaker of the fishing club located in the cove that forms the anchorage. He was wonderful, taking us diving for conch and lobster, which we cooked aboard Quick Silver. He also gave us free use of the

showers, fresh water for our tanks and coconuts from the trees lining the beach. It was a wonderful time for both us and Raphael, who had been alone for a month on the island. The goodbyes were sad ones.

Our next stop was the Galapagos, but sailing to those fascinating islands was hard business. The winds were so strong for six days that we finally eased the sheets and made a course for Esmeraldas, Ecuador. This was big mistake.

Esmeraldas is both a fishing port and oil terminal. We arrived just before dark, dropped our anchor in the turning basin, hoisted our yellow flag (requesting pratique), and went to sleep. The following morning El Sargento Poras arrived to inspect our papers and clear us into the country. The long and short of it is that after five miserable days in the filthy port we were told that we had just 24 hours to leave the country! Flabbergasted, I made a lot of noise in protest, but to no avail.

I probably shouldn't have bothered, as Esmeraldas is one tough town. The taxi drivers, for example, all carry concealed weapons — mostly guns. Mary hardly left the boat. The only pleasant event of the whole stay was watching the fishing fleet — colorfully painted gaff-rigged 30-footers — sail in. The strong contrary winds that forced us in to Esmeraldas were still blowing when we left, but we had no choice but to go.

For the next several nights we sailed due west away from the coast; during the day we'd tack and make as much southing as the winds and seas would allow. Our spirits hit an all-time low when I reached for the hand-bearing compass only to find it was gone. The light-handed touch of Sgt. Porasl Now we were really determined to leave Ecuador behind.

But the sea can wear you down. After four days of hard sailing under a double-reefed main and working jib, we had made good a mere 250 miles. As the weather was becoming even worse, we reluctantly decided to try Ecuador again.

The second time proved to be a charm. We entered Salinas-Libertad, which is well-protected in all directions but the north-northwest, on November 1 and spent the day drying out and sleeping. When we came back to life, we discovered that Salinas is a resort town with real sailboats and a very nice yacht club. We were in heaven! Having arrived during a three-day national holiday, there were lots of people messing around on their boats. Furthermore, the Salinas-Galapagos Regatta had just finished and a few of the racing boats were still around.

The yacht club facilities, including a swimming pool and tennis courts, were made completely available to us at no charge. It's also nice to have something to offer in return for such wonderful hospitality, so I was delighted to spend most of the weekends teaching them a few things about sailing — particularly racing. Since this was the first year they had ever conducted races, they were delighted to get the assistance.

The weather at Salinas was very pleasant; the wind blows steady and moderate from the south-southwest, making the yacht club an ideal anchorage with offshore winds. Our routine was equally pleasant. When we weren't travelling inland, we'd do chores in the cool of the morning, then go for a swim and have a few agua minerals con limon. If the surf was up, I would take a mile walk down the

## CHANGES

beach with my board and hit the waves with the locals.

After two months in Ecuador, we had seen almost all the country. Most of the time was spent in the highlands. The Andes are just amazing; at 5,000 feet you find rolling hills surrounded by volcanic cones covered with glaciers — that rise to 15,000 feet. Quito, the capital, is the second highest in the world, and has a colonial district whose architecture rivals anything to be seen in Europe. Just south of Quito is a small town called Otavalo, which is famous for the Indian weavings that are made in the region. The market day was lots of fun, as the Indians come down from their homes in the hills to sell and exchange goods. Finding ourselves in the middle of the happy chaos, we felt like Gulliver. Being at least a head taller than all of the locals, we had an unobstructed view of the entire plaza!

Ecuador has an extensive bus system that makes it possible to take a bus almost anywhere. The buses are almost always full



"Quick Silver", making Central American miles under the kite.

and have music blasting down from several directions. The drivers have total faith in Christ — and luck, Almost all the roads are 2.5 lanes; one lane for each direction and half of a middle lane for playing 'chicken'. For the first few days we travelled with our hearts in our throats. We soon came to ignore the potential for catastrophe - but nonetheless frequently contributed to the Virgin and Christ shrines found every few hundred yards along the side of the highways.

After visiting Quito and several other cities, we decided to go into the Amazon on the east side of the Andes. This was no small adventure! The bus takes you up to Banos, a town near the top of the pass over the Andes. The difference in landscape from one side of the Andes to the other is striking. On the western side you find plateaus with rolling hills covered with cultivated land; on the eastern side the mountains drop steeply into valleys covered with tropical vegetation. This is where you find the coffee and banana plantations, the huge waterfalls and the hundreds of rivers that work their way to the Amazon - and ultimately the 2,000-mile distant Atlantic Ocean. It's such a wonderful view that I rode on top of the bus where it was easier to take photos.

Halfway to our destination the road had washed down the mountain. We had no choice but to hike around to the other side and continue on another busl Slowly, we found our way to Misawalli, where we hired a guide to take us down the River Napo. We spent two days exploring the area in an 18-ft dugout powered by a 40hp outboard. We had some exciting times going through rapids and pulling our way upriver where the water shoaled. Once again we saw birds, monkeys and vegetation of all description. Someday we'd like to spend 2 or 3 weeks travelling downriver.

We spent the Christmas holidays in the city of Cuenca, a Spanish colonial town in the southern highlands. On Christmas Eve we went to Midnight Mass at the cathedral on the main square. No doubt about it, Ecuador is Catholic. After mass we were treated to an Ecuadorian-style fireworks extravaganza, which is not at all like you see at Disneyland or Seaworld. No, they set up a display of angels which exploded and shot fire in all directions — including down into the crowd of spectators! We dove for cover and I found myself dancing and jumping with this ball of fire under my foot. Later we had a good laugh, but we were quite happy to call it a night.



While in Ecuador our habit was to travel inland for about two weeks, then spend a week working and recovering. We never worried about leaving the boat at the yacht club, because it's protected by a guard who also watches the anchorage. Besides, we made a lot of friends and came to feel quite at home.

Next month: Our visit to the Galapagos.

P.S. For those who enjoy board surfing, we can report there were plenty of good waves on our trip. Puerto Escondido on mainland Mexico is a well-known good spot, but both Costa Rica and Panama had great breaks. I carried a banged up 5'6". While in Costa Rica we met Pat and Lindy from the Sausalito-based wood boat Coral, who also liked to surf. They had a 6'0" and a 6'8".

The cost of cruising. Back then we lived in Mexico on about \$400 a month (no longer possible, we understand), with Costa Rica being about \$800, and Ecuador only about \$350.

ed & mary 8/1/89

Hawaiian Eye Carol Post **Waterfront Postal Center** (Honolulu) Boats don't usually change hands on

## IN LATITUDE



Check the built-in dock on this Class of '89 boat. Push the button and it raises or lowers.

the crossing from Los Angeles to Honolulu, but it happened several times in July and August with the Islander 37 pilothouse sloop Saleigh. According to the Coast Guard, the boat was being singlehanded by Fred Saleigh of Southern California when it struck something and sustained a bent rudder and some damage to the hull. The Coast Guard claims that Saleigh, almost to Hawaii, decided to head back to Los Angeles. The Coast Guard set up a radio schedule to make sure he was making decent progress. After a few days of poor headway, Saleigh called the Coast Guard and requested assistance. All they could offer was to have a naval vessel in the vicinity pick him up; they would not dispatch a vessel to tow his Islander 37 to port.

The plot thickens. With Saleigh taken off, his boat drifted at sea from July 15 until early August when the fishing boat Janel-O stumbled across her. The crew rigged a bridle to tow her to port and claim salvage rights. Unfortunately, the bridle broke and they didn't have a spare. So Saleigh was left to drift once again.

Twenty-two days after being abandoned the first time, the Coast Guard

dispatched a vessel to retrieve Saleigh off the coast of Kauai. She was towed to Keehi Marine Center in Honolulu and hauled. Insured, she is now undergoing an appraisal for repairs.

Dan Blick, Rick Morris and five others took a couple of days R&R at Hanalei Bay prior to delivering legendary TransPac record-holder Merlin back to the Bay Area. She's to be modified for passenger-carrying, then returned to Hawaii to be put in service. Too bad the great ultralight wasn't a race horse instead of a racing boat; at least she'd get put out to stud instead of having to haul tourists around.

Howard Kucera of the Freedom 32 Club Penguin, who swore off singlehanding in the last issue, was poised to sail for San Francisco with Brian Walker and a young female as crew. Alas, Walker was unable to make the trip due to circumstances beyond his control. Like just about everyone else returning to the mainland, Kucera planned on stopping at Hanalei Bay.

on stopping at Hanalei Bay.

At mid-August Neil O'Donnell was about to leave for landfall at San Miguel Island and Long Beach aboard his Irwin 37 ketch, Te Hoa ('My friend' in Polynesian). A 28-day passage was expected for Neil and his crew of Cdr (Ret) Ray Chote and his wife May, as well as Dave Wood, a navigation instructor in the Navy being

transferred from Pearl to Monterey. Neil wants to relay a fond 'aloha' to all the friends he's made during his stay in Hawaii.

friends he's made during his stay in Hawaii.

Dick Olinger of the Cape Dory 26

Orion II has decided to put his boat up for sale, swallow the anchor, and leave the cruising to everyone else. A rough trip up from Palmyra with a hurricane roiling the waters was the most recent reason. The biggest, however, the loss of his friend Jack Kennedy of Freestyle, who apparently fell overboard while singlehanding from Hawaii to Palmyra a few months ago.

to Palmyra a few months ago.

Mike and Marianne Rudnitski, who were 6th of 11 boats in the Race For Life with their Cheoy Lee Clipper 42 Makalea, will be sailing the islands until May of 1990 when the leave for Tahiti. The couple has been dreaming of cruising Hawaii since 1963; they were married in the Islands in 1966 when Mike was stationed aboard a submarine.

Gregg & Leslie Olson aboard Tiva, a Brown 37 Sea Runner trimaran, arrived in American Samoa after a 10-day passage from Fanning Island. "A true paradise" is their description of Fanning, because it had no phones, planes or cars. The Olsons ran into Neil Bisbee aboard Cygnus, who was heading down to Tonga before returning to San Francisco. Also in Pago Pago Harbor was Neale Ensign aboard Psychic Flite. Ensign started in San Francisco, sailed down



Cruising keeps you in tune with nature. You don't find birds like this at Market and Van Ness in San Francisco.

the west coast of Mexico, Costa Rica and Panama to Easter, Pitcairn and the Society Islands. He says the big news at Pitcairn is

## CHANGES

they have installed some permanent moorings for cruising boats that venture that

False starts from last month. Alma de Liebertad gave up waiting for the homebound weather to improve and decided to stay in Keehi Lagoon until next year. The folks on Manu-o-wa started on their trip to the mainland, but three rough days and several seasick crewmen changed their plans. They'll also remain in Keehi for the winter.

San Francisco boats seen at the Ala Wai, Hawaii YC or Pirate Pete's Ala Wai Marine: Marinko, Brilliant II, Magic, Leilani, and Odyssey. South California boats seen in the same places: Alaska Eagle, Ranger, Minerva, Quixotic, and Climax. From the Pacific Northwest: Cher, Liahona, Kiana and Kacheena.

- carol post 8/16/89

Nepenthe - C&C 43

Ayer and Barbara Tonge

Mainland Mexico and Baja

(Lake Tahoe and Alameda)

While cruising mainland Mexico this



Ayer Tonge checking his water purification system in Puerto Vallarta.

past Spring, we found that staying healthy in the Puerto Vallarta area can present a major challenge. When we dropped anchor just outside the lovely new Marina Vallarta, we found the main topic of conversation on the 0830 Cruiser's Net to be the dreaded amoeba. In early February, approximately 69% of the cruisers were reported to be suffering from various intestinal disorders! There was a great deal of confusion as to what the best method for prevention and/or treatment.

Bay Medic, the local clinic that participates in the Net and monitors the VHF 24 hours a day, provided the services of one of their doctors for a morning. He spent more than half an hour answering the questions of concerned cruisers. His advice included: 1. Boil all water for 20 minutes and let cool before use. 2. Purchase a ceramic filter at the hardware store (ferreteria) for approximately \$12. 3. Add Clorox and/or 2% iodine to the filtered water. (Each one kills a different 'bug'.) 4. Avoid eating in restaurants. 5. Wash all fruits and vegetables in an iodine and water solution when returning from the market.

We chose to go with the ceramic filter, clamping it onto a three foot piece of garden hose, which my husband easily attached to spigots. On low water pressure days, which seem to be 6 out of 7, it took between 90 minutes and two hours to fill 25 gailons worth of jerry jugs. Then we added one teaspoon of Clorox and 1/2 teaspoon of 2% iodine to each 5 gallons. A charcoal water filter on our galley water spigot filtered out any undesirable tastes.

While we can't guarantee these treatments would work for everyone, I'm happy to say they did for us. We have stayed healthy throughout our several months on the Mainland and Baja.

P.S. Don't forget to scrub your ceramic filter after each day's use and let it dry in the sun.

- barbara tonge 8/3/89

Barbara — If you've got a stateside address, we'd like to send you one of our wild new t-shirts in return for sharing that information.

All this talk of P.V. amoebas reminds us of the only time we've gotten sick in Mexico. We experienced the first stages of it while waiting in line at the P.V. airport after the conclusion of a three week cruise from Puerto Escondido to Puerto Vallarta. It really came on seconds after takeoff when the PSA 727 was pointing up at about a 45° degree angle. We virtually free fell down the aisle in



the direction of the toilet. A horrified stewardess stood up in what was going to be an attempt to tell us to return to our seat. One look in our agonized face and she quickly gave way. We didn't die in the toilet on that flight to Tucson, but we wished we could have.

Our question to Mexican cruisers: Is Puerto Vallarta worth the health risk or should it be passed by?

DX — Whitby 42 Ernie Harding Hamming It in Mexico (Nanaimo, British Columbia)

I've a few comments on cruising with ham radio.

We left Nanaimo in August of 1988 heading for California aboard *DX*, our Whitby 42 cutter. We cleared United States Customs in Port Angeles and sailed direct to San Francisco. Making a track 60 to 80 miles offshore, we completed the passage to the Golden Gate in 5.5 days, surviving one 47 knot gale that featured 25 foot seas.

During the gale it was especially great to be able to talk to home and the rest of the world. It allowed us to learn that we weren't the only ones who felt as though we were living inside a cement-mixer.

After several weeks in the San Francisco and Delta area, we headed south and stopped at many ports including Monterey, Santa Barbara, Ventura, Oxnard, Marina del Rey, Long Beach, Catalina, Newport, Oceanside and finally San Diego, where we spent a month. We entered Mexican waters on December 1, and, sailing as far south as Acapulco, retraced our steps back up the coast to San Diego in May of 1989. I left DX in San Diego and sailed back to Vancouver aboard a Maple Leaf 63, arriving in time for Field Day.

## IN LATITUDE



Southbound yachts congregate in the shadow of Mt. Tam in early August.

During these travels I found that VHF propagation in southern waters was phenomenal. Our marine VHF often had a range of 60 to as many as 130 miles — all simplexI I don't understand it, but it

happens quite regularly.

Also during these travels I found that about 60% of the cruising boats had hams aboard. We used the following calls: VE7GDX, XE2GDX, VE0DX, and VE0MDX. You have to be careful or you can easily spend all of each and every day on the HF nets. We checked into and regularly worked the following nets — although not all of them every day!

0700 local time - Sonnsa Net 3965

0745 — Glenn's Friends 14342

0800 — Chubasco Net 7294

0815 — Baja/Cal Net 7238

0900 — W7KRP Seattle Net 14182

0900 - VE7ADF Vancouver 14140

1030 — WX Fax WXMaps KMI

1130 — Manana Net 14342

1300 — W6WIS L.A. Net 14182

1630 - WX Fax WX Maps KMI

1700 or 1800 — VE7JY Nanaimo 14155

1900 — Seafarers Net 14313

2030 — DDD Bluewater Net 14115

We listened to all of the above plus having skeds with VE7CDV, W7KRP, W7HK, N7HPE and W7QQC.

Our radio equipment aboard included two Icom 745's, two Kenwood TR7800 2-Meter rings, one Icom IC 02AT combination 2-Meter/VHF handheld, two marine VHF's, a pair of VHF communicator rigs and an Alden Faxmate WXFax machine. In addition, we have radar, Loran C, a SatNav, a full computer with disk drive and printer

and two handheld celestial navigation computers.

To run all this gear, including our 1200 watt Hart interface Invertor, we use a 130 amp alternator on the main diesel, along with a 110-amp alternator on our diesel generator. In addition, we have three large solar panels mounted on the hardtop; they supply about 3/4 of a KW of 12v power a day.

Somehow the word seems to be out among the yachties that I am a radio expert in the fleet. This is not true! But in almost every port I get requests to come over and check someone's radio that is not working as well as it might. In most cases I find that main problem is inadequate grounding. When the grounding is increased by using 2 or 3-inch wide copper stripping, the problem is usually solved and my undeserved reputation goes up another notch!

When a message to me or another boat in Mexico was sent and the intended recipient was not on the air, the Mexican yachties' 'Jungle Telegraph' usually managed to deliver it within 24 hours.

Finally, everyone seems to think that Mexico is a cheap place to live and cruise. It's not true anymore, even with the peso at 2400 to the dollar. The only things that are cheap in Mexico are beer and booze. Beer at about 25¢ a bottle is a good deal. So is the \$3 U.S. we paid in Acapulco for a 1.75 liter bottle of vodka that sells in British Columbia liquor stores for \$381

--- ernie 8/3/89

Jaymar — Columbia 8.7
Cal & Elsie Totté
Alaska
(Walnut Creek / Aeolian YC)
To all our friends in the Delta and the

Bay: After many years of planning, we are finally doing the Alaska trip we've always wanted to do. So far it's been fantastic!

It all started on April 19 when our Jaymar was trucked from Svendsen's in Alameda to Seattle. By April 28 we were sailing in the Seattle area to test our rig and equipment. It was fascinating to go through Chattenden Lock to Lake Union, and to be guests at the Seattle YC.

We departed Seattle on May 1 for our real trip and soon saw our first whales. At Bedwell we went through Canadian Customs, after which we had a couple of adventures. On the way to Vancouver we hit a log, but fortunately suffered no damage. But then as we approached the Lyon's Gate Bridge — which is much like our Golden Gate Bridge — a big object fell into the water some 150 feet from us. So our surprise a head suddenly bobbed up to the surface! A man had jumped from the bridge.

We threw him our life-preserver and then a line. We also contacted the Canadian Coast Guard which contacted the Harbor Police. By this time we got our ladder down and the man, although in a daze, was able to grab on to the bottom of it. Cal helped pull him aboard from there. Soon the Harbor Police were aboard giving First Aid and escorting us back to the dock where ambulances waited. Sea conditions



Steep ramps or not, Cal and Elsie are enjoying Alaskan waters.

weren't too good, and it got all the more exciting as we approached the Narrows and a ship starting tooting his horn for us to get

## **CHANGES**

out of the way.

After four days in Vancouver we visited Princess Louisa Sound and the famed Chatterbox Falls. It's just as beautiful as everyone says it is. From there we stopped at Lund, observing dramatic changes since our last sail in the San Juan Islands.

In the Queen Charlotte Sound area we buddy boated with *Dutch Treat* and Northern California's *Happy Hooker*. At Tracy Arm of Frederick Sound we saw our first icebergs. We left the boat at Juneau and flew to Anchorage to rent a car and see Valdez, Mt. McKinley and various glaciers. From there we flew to Kodiak Island. Back to Juneau and the boat, we sailed to Glacier Bay, which is the most spectacular.

We've had very nice weather so far, having brought dry weather with us. We've had a total of just 8 days of rain, an exceptionally small number for Alaska. There were also a couple of days when high winds kept us in anchorages.

We've seen a lot, including Skagway, Sitka, a brown bear 50 feet from the government float we were tied to, many porpoises, whales, otters, black bears catching salmon in streams and many bald eagles

Having had a wonderful time to date, we're on our way home and expect to be back in the Bay Area by September.

— cal & elsie 8/3/89

Light Touch — Irwin 52 Ketch Glenn & Lynn Sorenson Florida to Antigua (Santa Clara)

Being three months into our cruise from Florida, this seems like a good time to report on our trip so far. We'vé visited 45 islands and sailed 1750 miles. The island count would be higher but we skipped most of the Bahamas and Virgin Islands because we had visited them before. Three couples have joined us at various times for a week or so; two from the Bay Area and one from the Virgin Islands.

Most of the way from Florida to Antigua has been upwind. Now we turn south and collect our reward — broad reaches to Guadaloupe, Dominica, Martinique, the Grenadines, Grenada and Venezuela. Then downwind to Curaçao, Bonaire and Aruba. One writer calls this next part of our trip the "glorious sleighride".

We and the boat are in fine shape,



The Sorenson's tied their dinghy to this 250-year old bollard at Nelson's Dockyard, Antigua.

even better in fact than when we left Fort Lauderdale 90 days ago. Our two shakedown cruises really paid off as we've had no problems we couldn't fix underway.

Since it's now the hurricane season in the Caribbean, we don't sail quite as much. But we get to enjoy the uncrowded anchorages and near empty restaurants, marinas and gas docks. We do follow tropical wave developments by radio and weatherfax. Most of them start off Africa, so we figure we'll be able to snug up in a hurricane hole if something big begins to move in on us.

Besides exploring by boat, we've rented cars and toured St. Croix, St. John, St. Martin, St. Barts, St. Kitts and Nevis. Friends living on Montserrat gave us a tour there. So far our favorite islands are the Exumas (Bahamas), St. Croix, the British Virgins, St. Martin and Antigua.

Here in Antigua, Nelson's Dockyard at English Harbor has been marvelously restored. We're writing this letter in the cool, comfortable and very British back lounge (on the quay) of the Lumber & Copper Inn — a beautiful hotel in the restored building formed used for fabricating timbers and sheathing for the Royal Navy. Our dinghy is tied to a 250-year old bollard. We now understand why most cruising sailors are so enthusiastic about English Harbor.

The sailing as been as good as it can get when the marks always seem to be directly upwind. Swimming and diving in the Caribbean are enjoyable beyond words. But the best part is the continual stimulation of new islands, new anchorages and new surprises. Each island has a little (or very) different history and personality,

and each throws a different light on this most interesting part of the world. We're making notes as we go and might someday gather all the fragments together into something that would be worth sharing with others.

But for now it's on to more adventure. Our charts of Antigua say: "Caution, many experienced yachtsmen consider that the northeast coast of Antigua from Indian Town Point to Horseshoe Reef is the most dangerous area in the entire Eastern Caribbean". So we must check it out. We sail at 0600 tomorrow and will be inside Horseshoe Reef by early afternoon — we do like to see what we're doing. After a few days of poking around Antigua's northeast coast, we'll return to English Harbor for a day or two and then sail on to Guadaloupe.

- glenn 7/26/89

#### **Cruise Notes:**

As of the middle of August, Mexico-bound cruisers from the Pacific Northwest began showing up at the anchorages off Sausalito. Noted on August 12 were Morning Wings, a Catalina 30 from Portland; Sote, an Alberg 35 from Portland; Sienna III, a Fuji 35 from Anchorage; and Carina, a Rafiki 35 from Juneau. Also seen was the Alajuela 38, Pau Hana, which despite showing a hailing port of Kahului (Maui), had a real southbound look about her. The thing that struck us about these mostly Pacific Northwest boats is that most of them were equipped with radar.

August is prime time for hurricanes in the northern hemisphere, and there's been the expected action. Typhoon Judy (a typhoon is an Asian hurricane) ripped through Japan, Korea and Russia, leaving 50 people dead and at least 267 bridges destroyed in the Soviet Far East. Late developing hurricane Chantel brought a tornado, flooding and 82-mph winds to Houston. Our sometimes captain on Big O, Rich Penry, rode it out aboard the CT-65 Cloud Nine. He said damage was limited because Houston was in the so-called "navigable quadrant", which meant that all the water rushed out rather than in.

Hurricanes Ismael and Juliette in the Pacific and Erin in the Atlantic, all petered out before causing too much damage.

The hurricane with the longest legs was Dean. Reaching hurricane force (sustained winds of 74 knots) east of Antigua way

## IN LATITUDE

down at latitude 17°, he veered north to miss the huge fleets of sailboats at St. Martin and the Virgin Islands. He then nailed Bermuda with a trailing edge, and didn't poop out until way the heck up near Nova Scotia at latitude 42°. Dean handed out his most severe punishment at Bermuda, where his 113-mph winds reportedly damaged or sunk some 20 yachts in the harbor.

Why don't Pacific hurricanes comes as far north as latitude 42°? You need warm water to sustain hurricanes, and as anybody who has ever put a toe in the ocean off California knows, the southbound current keeps the water plenty chilly. The East Coast of the United States, thanks to the Gulfstream, has warm water — and thus the possibility of hurricanes — in the summertime.

Hurricane Flash! As we got to press on Sunday, August 27, the National Hurricane Center in Miami reports that hurricane Kiko struck the Baja peninsula with sustained winds of 115 knots during the night of the 26th. Kiko apparently came ashore near Bahia de la Ventana, about 2/3's of the way between Cabo San Lucas and La Paz. We have no reports of damage, although the harbor at Cabo San Lucas must have received tremendous surf. The hurricane would have passed Cabo going north, sending huge waves directly into east-facing Bahia Cabo San Lucas. We're saying our prayers for all you folks in Cabo San Lucas and La Paz.

A spokesman for the National Hurricane Center said Kiko was downgraded to a tropical storm as she moved west over the mountainous part of Baja. He also said she is unlikely to reform as a hurricane on the Pacific side because the water is too cold to sustain it.

Montgomery Ward and Discount Auto Stores will soon market a new battery that is being described as both a "technological breakthrough" and "insignificant an features a development". The battery backup section with enough power to start an engine in cases where the main part of the battery has failed. While we've historically had little use for such batteries, there were a couple of times when we'd have gladly paid the price for the feature the price being that of a 'normal' battery.

Jack and JoAnn Stanford of **Epiphany** in La Paz are planning to head for Costa Rica in November or December and are



"Puerto Vallarta", sistership to the late "Mazatlan", which sank on a run from La Paz.

wondering whatever became of the pamphlet Ward and Margaret Wright promised (in the September 1988 Changes) on how to handle the notorious Gulf of Tehauntepec. We're wondering the same thing, Jack and JoAnn.

The best advice we've gotten on the 'Pec'ers came from Santa Cruz's Stephen Brown who singlehanded his Southbound through that area at the end of a circumnavigation a year or two ago. We'll try to find the issue that had that information.

If you're bound for Sydney, you might jot down the name Capt. Leszek Kosek and his number: (02) 371-0637. Kosek runs the Cruising Advisory Center in Rose Bay, and says he'd like to welcome and assist all U.S. and Canadian sailors in any way he can. Anybody know the fellow?

On the other hand, if you're bound for the Bahia de Los Angeles area of Baja with your trailerable boat, or plan to sail around the Cape and up to it with your bigger boat, keep in mind that Gerry Cunningham has released a new, improved version of his Puerto Refugio Mini-Guide. This excellent chart covers all of Isla Angel de la Guarda, a rarely-visited but fascinating 42-mile by 7-mile island in the Sea of Cortez that features two of the more dramatic anchorages in Mexico: Este Ton and Puerto Refugio.

Cunningham, who has spent 30 years cruising the seldom visited Middle Gulf, sells nine charts or guides to that area as well as tide tables for the Sea of Cortez. His excellent products can be found in most manne stores or ordered directly from Cruising Charts, Box 976, Patagonia, Arizona 85624.

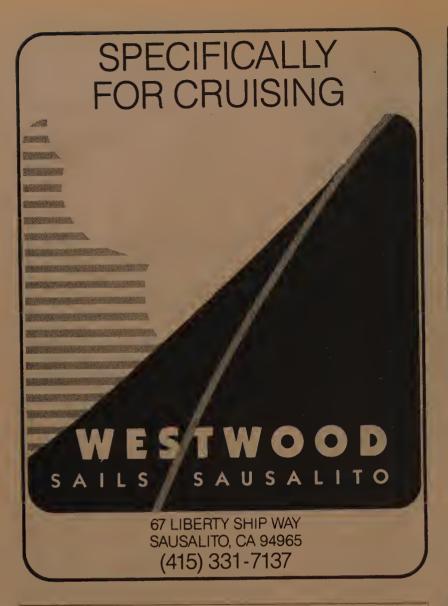
Southern Baja gets much of its supplies from the mainland via ferry. At least it used to. Last month the ferry Mazatlan, enroute from La Paz to Topolobampo, caught fire, burned for a day, then exploded and sank. All 299 passengers and 56 crewman escaped without injury. The ferry system between mainland Mexico and Baja is popular with Mexican vacationers and tounists, but it's also the main cargo link. Harry Nelson, who is building the berths at Cabo San Lucas, told us that ferry delays once left him with 700 loaded trucks stranded on the mainland, unable to reach the Cabo construction site. The Mazatlan will be sorely missed because Mexico has no ferries to spare.

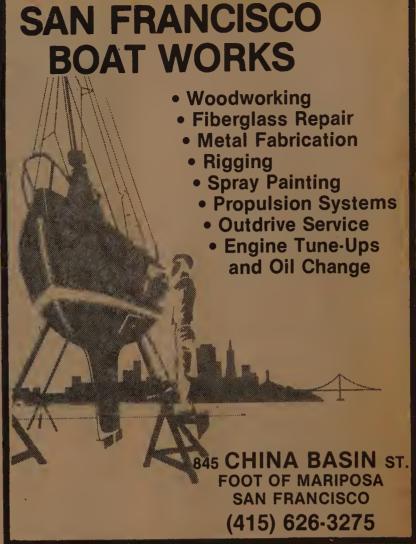
A couple of other vessels that had bad luck in the Sea of Cortez last month were Austrey and Oceanis II. They were anchored with Stevedore at Isla Montserrat when small pre-dawn storm struck with lightning, thunder, some rain and about 20 knots of wind. While the wind wasn't very strong, it was apparently enough to put both Austrey and Oceanis II on the beach. Sossity, a 65-ft Canadian powerboat, was first to respond to the Mayday. She quickly pulled Austrey off, but the ferro cement Oceanis II had been holed. Jim & Jeannie Long of the Columbia 30 Oasis say that if the ferro boat had gone on the beach in the States, she would have been left to die. But in Baja, as many as 25 people and several boats charged out to the rescue, bringing badly needed materials like Splash Zone underwater epoxy. After three days of work, the patched up Oceanis II was pulled free and towed to Puerto Escondido. Whether she'll be repaired or just become part of the sands of time is unclear

In the last issue we promised to publish an update of Bob Peterson and Fay Ainsworth's voyage on the C&C 38 Topaz. We're breaking that promise until next month because we've run out of space.

Another worthy Changes that's still not seen print is that of Karen and Charley Petersen aboard the Oakland-based Tayana 37 Anna Maru. The couple took their boat to Seattle last summer, and resumed cruising in Canadian waters this spring. We'll have more on them next month.

This month we leave you with the cry of the singlehanded cruisers, as taken from Rudyard Kipling's *The Winner*: "Down to Gehenna or up to the Throne, He travels the fastest who travels alone."





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SANTANA 22, 1978. Much loved, ultra clean. Going cruising and need to sell. New bottom 4/89, new Mylar class lapper, new VHF radio, solar panel and more. Market value \$7,920, asking \$5,000. Message phone (707) 554-2601, Sue.

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J-24, 1978. East Coast. Trailer, Honda o/b, never raced, dry storage only, 6 sails, new main and jib, porta-potti, many extras, ready to race/cruise, very nice/clean condition, Pt. Richmond location. \$12,000. Call Bert (415) 841-7025.

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CAL 20. Excellent condition. Very clean and well equipped. Sails include North main & jib, Hood genoa, and spinnaker with all rigging. All lines led to cockpit over SS bridge. Evinnude Sailmaster o/ b just overhauled. New compass. Sailcover, new Sept. '87. Anchor, chain and line. 2 winches. Jiffy reefing. Cockpit cushions. Toilet. There's more: Rare berth available at S.F. Marina (Gas House Cove). Bypass the 10 year waiting list. \$3,850 or b/o. (408) 553-3439 days or (408) 971-6608 eves.

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PACIFIC SEACRAFT DANA 24, 1985. Superb quality cruiser. Roller furling, genoa, shower, stove, oven, single hander's package, teak everywhere. \$74,000 if new, \$56,000 for this meticulously maintained one owner yacht. 974-0690 wk, 331-9252 hm. Peter.

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YAMAHA 30, 1980/81. 3 sails, KM, VHF, DS, 1 cyl Yanmar dsl, bottom paint 4/89. \$30,000 or b/o.

CORONADO 30. Excellent Delta/Bay cruiser, '87 survey, wheel, stove, VHF, KM, digital DF, all safety gear. All new mast, heavy duty rig; jib, Hood furl, winches, anchor, etc., etc. \$24,000 or b/o. Day (415) 372-5690.

29-FT CRUISING SHARPIE, 1984. Cat yawl, free-standing masts, tanned sails. Prototype of Phil Bolger's Skillygalee design. 9.9 hp Johnson, awning, stereo, fully equipped. 16" draft, beach-able, Ideal Bay & Delta gunkholer. \$15,400. (415)

25-FT PEARSON F/G SLOOP. Excellent boat, 25-F1 PEARSON F/G SLOOP. Excellent boat, bristol condition. All new Interior trim, cabinetry, electricals, etc. Improved deck gear, rigging, etc. Too many extras to list. Spacious Interior. Handles heavy wind with ease, points high. Tomales Bay berth. \$7,500 or b/o. (415) 663-1704.~

CAL 27. Former National Fleet Champion. Al-ways in fresh water. 9.5 Evinrude motor, 5 sails, VHF, stereo, many spares and extras. Original owner. \$11,850 or b/o. Contact Art Mowry H: (209) 862-2058 or W: (209) 862-3644.

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CATALINA 30. Excellent condition. New bottom paint, Atomic dsl, wheel steering, marine radio, KM, DF, Autohelm, deluxe teak interior, lots of brass, refrigerator, telephone, shorepower, pressure water, shower, stereo FM/tape, tabernacled mast w/electric winch. \$26,500. (408) 427-1026.

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CHEOY LEE 26-FT Frisco Flyer F/G. 3 sails, stereo, VHF, DS, boat cover, life raft, rebuilt Volvo dsl engine. In Delta, will deliver within Bay Area. Must sell. \$9,000. Call Tim (415) 793-9096.

OLSON 30. The best deal is at Tahoel #52, dbl spreaders, extra mast, epoxy bottom, Honda/ Volvo i/b. 65#, 7.5 hp, trailer, heavily rigged, VHF, Datamarine, C. Plath, fresh water only, too many sails. Eager, \$17,500. (916) 542-2340 eves.

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CATALINA 25, 1982. Original owner. Fixed keel, 4 sails, Micron 7/89, vang, Cunningham, backstay, shorepower, etc. Alameda Marina, Pier 1, Berth 419. \$9,500. (415) 523-4698 or 972-6823 msg.

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TARTAN 30-FT, 1974. Must sell. Exc. condition. Extras, extras, extras. Boat used in Tartan's 1974 adsi \$23,500 or b/o. Call Tod at 967-6301 wk or

ERICSON 30, 1969. Exc. condition, no blisters. Good liveaboard has stove w/oven, new rigging, new lifelines, new canvas covers. KM, DM, VHF, AM/FM tape. Must sell. Any reasonable offer under \$15,000 considered. Desire cash but will consider financing to qualified party. Call (415)

26-FT RANGER, 1970. Very good condition. Aft rigged, new '89, 8 hp Evinrude under warranty, main & 2 jibs, DM, KM, hand held VHF, flush head, 2 anchors, extras. \$11,500. (415) 543-8875.

DAWSON 26-FT SLOOP. Yanmar dsl, wheel steering, center cockpit. Great Bay & Delta cruiser. Sleeps 5. Excellent condition. Best offer over \$8,900. Phone Days: 954-9523 or Eves: (415)

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PEARSON 28-FT, 1986. Boat in excellent condition, professionally maintained. Fully equipped: dual batteries/charger, dodger, stereo, SatNav, AWI, WS, KS/log, DS, Yanmar dsl, wheel steering, includes all gear, Sausalito berth, \$2,000 down, take over assumable loan @ \$593/month.

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CAL 28. Fast, comfortable above & below, In nice condition. 8 winches, 3 headsails, new main, custom Interior w/galley, slps 6, Atomic 4 has only 115 hrs, new bottom. \$9,900. (415) 331-5927.

ERICSON 26-FT w/Coyote Pt. berth. Great Bay & Delta boat. VHF, DS, Loran & much more. Moving, must sell. \$5,395. Price Includes haulout & new bottom paint. (707) 829-2494.

HUNTER 30 SLOOP, 1979. New dsl, wheel, furl, shower, h/c pressure water, new canvas, cushions, Delta awning, sleeps 6, VHF, Loran, Alpine stereo AM/FM cassette. All CG equipment. Beautiful teak Interior/teak holly sole. Complete galley. Bristol. \$28,000. (415) 494-2730.~

PEARSON 30, 1977. Original owner. Ideal for crulsing. Includes raft, sleeps 4, Atomic 4 engine. Must sell - Price lowered to \$15,000 or b/o. (415) 547-4177.

30-FT RAWSON. F/G. Yanmar 3 GM 30-F dsl with low hrs. New fuel tank. Cockpit cushions, 150%, 120% genoas, self-tending jib, storm jib, main, non-slip decking, bowsprit, dinghy. Can be seen at Gate 10, Berth 412, S.F. Marina. \$17,000. (415) 665-1472

CATALINA 27,1982. Tall mast, brand new genoa, VHF, AM/FM cassette, DF, etc., for only \$16,990. Phone (415) 536-8067.

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LASER 28, 1985. Bruce Farr designed, not a Lancer. 7 sails including spinnaker and gear, Signet 1000/2000, Loran, AP, trailer w/lifting sling, i/b dsl, folding prop, dual Suunto compasses, VHF and more. Adjustable mortgage forces sale. \$27,000. (415) 383-7786.

BODEGA 30-FT SLOOP. Veteran of So. Pacific & Mexico. Full crulsing gear including SatNav. Ton of extras. \$22,000 firm. Call 452-1857 or (206)

26-FT COLUMBIA MARK II, 1972. New Sobstad sails, self-tending jib, new interior, new 9.5 Honda, VHF, compass, DS, stove. Great Delta/Bay boat. Too many extras to list. Ready to gol Lessons included. Take over payments, \$10,500 or b/o. (209) 478-4663 or (415) 652-4663.

25-FT U.S. YACHT SAILBOAT, 1985. Clean, well maintained, well equipped, perfect first boat. I own 5 boats, must give away. \$8,500, worth \$11,000. (415) 332-7009.

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CAL 2-29, 1975. Excellent condition. Sleeps 6. Six sails w/spinnaker and drifter. Full Instrumentation, new covers, dsl, wheel steering, head, hp water, stove, shower, RDF, VHF, depth, KM, compass, many extras. \$22,400. (408) 395-2077.

RANGER 26. Exc. cond., beautiful dark blue hull. Newjib/mainsail/stormjib/gennaker/whisker pole, working toe rail/new running rigglng/2 Danlorth anchors/VHF/compass/sink/icebox/electric cabin lights/beautiful cabin teak & new cushions covers. Slps 4-5. Hond 10 hp o/b in exc. cond. Great sailing boat for Bay/Delta. Upgrading to larger boat, must sell. Interested in trading down from Islander 36/similar ? \$9,500 or b/o. (415) 944-9859.

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26-FT CHEOY LEE FRISCO FLYER, 1958. High quality boat in good condition. Copper riveted teak construction, enlarged cabin, 7 hp dsl, hand or electric start, masthead drifter, VHF, depth, stereo, propane stove and heat, refinished 11/87. \$7,000. (415) 579-3978.

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46-FT GARDEN KETCH. Center cockpit, F/G 46-FT GARDEN KETCH. Center cockpit, F/G hull, teak deck, 3 cabins w/spacious master state-room, beautiful custom teak interior, new upholstery, 100 hp GMC dsl, forced air heat, San Francisco berth, dual refrigeration systems. Excellent cruiser/liveaboard. \$125,000. Call for Information. (415) 986-3687, pls lv msg.

#### 51 FEET AND OVER

66-FT (LOA) PILOTHOUSE TOPS AIL Schooner, "Rodeuse". 1979 Belgian-built 36-ton steel ship of consummate strength and rare classical beauty. Equipped for safe cruising, she has half-inch steel at the keel and quarter-inch at the rail. Steel bulkheads separate her gorgeously paneled interior into 5 watertight compartments. Pilothouse entirely contained within self-bailing cockpit. Lister dsl, commercial-grade radar, VHF, RDF and AP. Merit ads stir your soul? See this vessell Asking \$235,000. (415) 482-1755.

58-FT STEEL CRUISING KETCH. Divorce forces sale of this beautiful 1 1/2 yr. old custom bullt ketch. Heavily constructed with all the luxuries of home. A full compliment of electronics. A large fuel & water capacity. Very comfortable. Must see to appreciate. \$150,000, will accept trade. For more info call (415) 832-4329.

64-FT FERRO SAILBOAT, finish yourself. Clipper bow, traditional huil, ketch, Hartog design, LWL 52-ft, Mercedes dsl engine CM352, tanks in, certified hull, Monel shaft, many extras. Needed rudder, spars & sails. Best offer. Contact Bill at (415) 357-3350.

BANKRUPTCY FORCES SALE. 57-ft LOA stripplank mahogany ketch built in 1984. 14-ft beam, 6 1/2-ft draw. Large salon, 2 heads, U-shaped galley, sleeps 6-8. 90 hp dslengine, Loran C, 5 ba working sails and much more. \$44,500. (503) 761-2933.~

#### CLASSICS

CLASSIC ALDEN-DUNNIGAN 33-FT. Built 1955, Myers/Serolian. Heavy strip planked, cedar/oak, long keel, cutter rigged, cruising main and staysail, furling jib. Wood stove, great for cold days. Long time ownertoo old. Asking \$18,000, will negotiate. Phone (408) 356-4511.

30-FT YANKEE ONE-DESIGN Sloop Herreshoff-Stone bullt. Mahog/oak. Excellent condition. Cockpit seats 6 on teak park benches, full compliment of sails, roller furler jib, 3/4 cover. A racing classic that a real sailor can appreciate! \$14,000. (415) 949-4229 eyes.

HURRICANE 30-FT "Haven". Built by Nunes, Sausalito 1952 to go to weather on the Bay. Fir on oak, lead keel, Total new spruce mast rig 1988. Good Hogin sails. Bought bigger boat. Hurry before the varnish goes. \$14,000 or b/o. 935-7096.

LYMAN ISLANDER, 1952. 18-ft utility launch, lapstrake cedar on oak, mahogany trimand decks.
Good running 60 hp Graymarine, dual steering stations. Hauled 4/89, up to survey, S.F. Yacht Club Concours 6/89. Full cover, all equipment. Sacrifice \$3,500. Joe 332-8190.

#### MULTIHULLS

51-FTCATAMARAN CRUISER, 1971. Twin Volvo outdrives. 6.5 generator, full size refrigerator, microwave, freezer, dbl sink, full tub w/shower, lots of storage. Slps 8, DS, VHF, Syn. Nice liveaboard. Possible trade. \$47,500. (707) 226-5947.

SEARUNNER 31. Exceptionally well built Brown design with many extras. \$28,000. Serious inquiries call Scott (415) 726-2282.

38-FT OFF SOUNDING CRUISING TRIMARAN. Brown design. The perfect Tri for cruising or for liveaboard. Professionally built with 95% restora-tion completed. Ketch ngged, like new salls, roller furling jib, dsl, VHF, DS, KM, stereo, new dodger, 3 burner stove w/oven, ice box, safety devices, ground tackle and a lot more! Must sell! \$35,000. John (408) 246-3088.

SEARUNNER 40-FT. Launched 1977, refit 1986. New standing, running rigging, 9 sails, new full battened main, roller furling. Wind Instruments, new dsl, h/c pressure water, dsl forced air heat. Asking \$52,000. J. Keith, 212 Trescony St., Santa Cruz CA 95060. (408) 458-1200.~

31-FT SEARUNNER A-FRAME. Great crulser for Bay, Delta or anywhere. Mexico veteran. 9 salls, 7.5 hp Honda, VHF, Autohelm, DS, 3 anchors, dinghy w/engine, wind and tow generators, AM/FM/cassette. Asking \$25,000. Ask for Steve (415) 649-4000 days or 547-4800 eves.

24-FT CROWTHER BUCCANEER TRI. New bottom/tops/des/rigging. 10 min Sausalito to city front. Fast? Incredible craftsmanship, WEST syst/ Bruynzeel ply, trailerable. VHF/depth/KM/roller furling/3 jibs/main/porta-potti/4 hp Mariner o/b/2-spd Barient self-tailers. \$12,000. (415) 435-3321.

25-FT JIM BROWN SEARUNNER TRIMARAN. Professionally built cutter rig, central cockpit, two small cabins, five sails, roller reefing main, shallow draft, about 14 inches, 4 hp Johnson o/b. \$4,500. Call (415) 655-5043.

40-FTWHARRAM "NARAI" CATAMARAN, 1984. Professionally built, equipped for world cruise. Maiden voyage 1987 from Scotland to San Francisco via Hawaii. Too many extras to list. Full inventory, layout plan, survey report & photos available to interested party. \$45,000. (415) 647-5136.

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PRISTINE YACHT. 38-ft Bayliner, 1989. Must see — Extra speciall Fully equipped, canvas for all windows and flybridge. Biminl, 2 VHF radios, hailer, intercom, Loran, 48 mile radar, fish finder, DS, AP, TV antenna, AM/FM stereo, dual stations, 8K FWC generator, twin FWC dsls, remote control spotlight, plus many interior extras. Call (408) 988-6020 to see.

48-FT STEPHENS CLASSIC motor yacht. Twin screw Detroit dsls, V-6 rebuilt 1988, VHF, DS, flybridge, 2 staterooms, very clean. (415) 941-8440 days or (415) 856-3443.

30-FT REINELL. 11-ft 6-inches beam, F/B upper, lower helms. Full canvas with Delta room. Many extras. Immaculate. Outstanding galley and salon area. Twin 350 V-drives, one engine needs checking. Save \$15,000 - Sell \$32,000. (415) 820-0347.

28-FT BAYLINER "Contessa". Flybridge cabin cruiser, dual controls, 280 hp V-8 Volvo I/O, low hours, loaded with extras, full Delta canvas, excellent overall condition, well maintained. Sausalito berth. \$22,500. Don Mackay (415) 981-1141 days or (415) 332-1140 home.

HOUSEBOAT FOR SALE. Quiet, sunny, charming, legal liveaboard in Alameda. Full kitchen & bath. Delightful wood-panelled living room with large window, fireplace. Laundry facilities in harbor. \$25,000 or b/o. Cali Linda or John 346-7805.

CHRIS CRAFT 1966 ROAMER. 48-ft, steel hull, twin GM 671 dsl power, Westerbeke 4.5 kw generator, VHF & hailer. Classic motor yacht. Great liveaboard. Asking \$79,500/make offer. 331-6708.

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1/2 INTEREST IN SANTANA 35. The nicest of them all. Must sell my interest as soon as possible. (415) 687-0111 days or (415) 672-6490 eves.

BEATS CHARTERINGI 1/4 share Newport 30. Sausalito berth. Use 1 week a month. No. sails. \$5,000 or b/o. (408) 245-2430.

CATALINA 27. New engine, 3 jibs, head, shore-power. 1/3 interest. \$4,200. 893-9255.

COLUMBIA 26 MKII. 1/2 partnership. Brisbane berth, 4 salls, DS, radio, emergency kits, new Merc o/b. Good condition, sleeps 5. Inactive owner, well cared for, safe and dry sailboat. \$3,950 for more info. Call (408) 253-3985.

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TIME SHARE - Put yourself at the helm of a well equipped, bristol condition, Oakland Estuary berthed Ericson sloop. Call now to ensure a berth for a September offshore cruise. \$1,025/year + deposit. Leave msg (805) 723-1785.

PEARSON 30. New Yanmar dsl, transmission. new salls and Interior cushions, radio, DS, KM, berthed west harbor, S.F. Marina. 1/3 Interest \$8,500; 1/4 Interest \$5,750. Compatible partners wanted. Great cruising boat. Low maintenance. (415) 826-3240.

CHEOY LEE OFFSHORE 27, 1970. Teak deck and cabin, new sails and rigging, VHF, two speed Barients, Volvo dsl, RYC berth. Half share \$7,000 or b/o. original owner. Beautiful Bay and Delta boat. Jeana (707) 763-2275.

HUNTER 37. 1/4 share avail for responsible person. Well equipped. Radar, dodger, dsl, AP, roller furling, dinghy with 8 hp motor, shower. Great way to own & have fun on Bay. \$2,700 buys 1/4 share. \$300/mo Incl inds., slip/boat payment. Tiburon berth. Bruce wk: 543-8666 or hm: 435-5626.

#### TRADE

IRWIN 34, 1983. Just returned from Acapulco. Boat loaded, excellent condition. Trade for Bay Area condo, house, etc. (415) 769-8546.

WILL TRADE MY INTEREST IN 400 unit apartment complex for 38 to 44-ft cruising sallboat. Glass or steel. Cutter, sloop or ketch. Diesel powered. Contact Les Galbreath. Days: (415) 873-0440 or send particulars to P.O. Box 753, Orinda, CA 94563.

I'M LOOKING TO TRADE a clean 1979 Hunter sailboat and a choice Pier 39 slip for a 40-ft plus cruising sailboat. Both boat & slip are free and clean. Call Pete 728-9225.

#### USED GEAR

PERKINS 4-107. Similar to 4-108, less electrics. Used to run, now basket case. #2 rod journal scored, was recently rebuilt before. Could be fixed for \$300 or so, will sell for \$500 cash and you haul away. Call (916) 721-6587.

MISC MARINE GEAR. British, 2 burner propane stove with oven \$100. Volvo MD1 englne, head, block, valves piston asst, Incl. mlsc parts \$75. 12 stainless stanchlons - 25 s/s 1" tubing \$75. Robert Viel (916) 776-1094.

3.5 KW ONAN DIESEL GENERATOR. Adler-Barbour cold machine 12 volt refrigeration system, Steams roller furling headstay 49.5-ft, CNG tank, will consider trades for Mizzen staysail & spinnaker for 40-ft ketch + 15 hp o/b motor. (415) 332-1435.

CRUISING GEAR FOR SALE (FLICKA). Anchor package: 150-ft 1/2 Inch rode, 10-ft heavy chain, 15-16 Bruce anchor, all shackles, \$125. Autohelm 1000, \$300. Lifesling, \$75. Stuff like that. Call (408) 247-3082 anytime.

SAILS FROM RHODES 19, hardly used, main, jib & spinnaker. Made by Mitchell. Best offer. (415) 344-8563. Also need a trailer for Rhodes 19.

FOR SALE: Sails, Cal 2-46, genoa 4 oz, new, luff FOR SALE: Salls, Cal 2-46, genoa 4 oz, new, luff 42-ft, leech 45-ft, foot 31.8-ft, \$200; Maln: used 8 oz, luff 38.5-ft, leech 42.3-ft, foot 16.4-ft, \$400; Cruising spinnaker: used 3/4 oz, luff 52.4-ft, leech 47.8-ft, foot 26.5-ft. Watermaker: HRO standard comm., 110v, 18 GPHw/xfilters & manual, \$1,000. Refrigeration: Adler-Barbour, engine driven compressor & 4 holding plates, w/test gauges & Freon, \$1,700. 110v 5.5 kw EM PAC engine driven generator w/12v alternator, \$1,000. (415) 364-9338 ans mach.

MAIN SAIL-35-FT SLOOP. Blue water proven crulsing main sail. Fits many popular classes. Luff 37-ft 11-Inches, free foot 14-ft 1-Inch, 3 reefs, Dacron 9 oz. Good condition. \$300 or b/o. Call Bemard at 621-3588.

#### **MISCELLANEOUS**

CLUB NAUTIQUE LIFETIME family membership for sale. Learn to sail, cruise & charter. Fun for the whole family. Save \$750 over new membership. Please call (707) 664-1354.

READ'S SAILMAKER sewing machine. Heavy duty for sail repair, sail covers, etc. 110v or hand crank w/accessories. \$550. Call (408) 476-8429.

EZ LOADER HIGHWAY TRAILER for deep-keel sailboat to about 21-ft. Now set for Wilderness 21, but adjustable. Needs some repair to wiring. Will sell to best offer. Located In San Fran. 731-4255.

BOAT MAINTENANCE, CREW, EMPLOYMENT wanted. S.F. area preferred. French male student, non-smoker, fluent French, English, conversant in Spanish. Professional experience: Captain, motor boat, scuba Instructor, crew member (Mediterranean, Caribbean, Red Sea), private yacht, charter. References available upon request. Call Vincent (415) 355-0492.

FOR SALE OR TRADE: Left hand Martek MKIII folding prop, 1 1/8" shaft, 18x11 - \$400. Call (415) 332-7245. Phil.

SONY 2010 WORLD BAND RECEIVER. AIR/ AM/FM/LW/MW/SW, synchronous detection, 32 memory pre-sets, clock, 4 programmable timer, portable or AC adaptor (Included). 2 year home use only, excellent condition. \$260, (list \$400). (415) 563-8067.

TRAILER. Heavy duty yard dolly for large boats. Perfect for boatyard or project. Exc. condition, original paint, all steel, rubber tires, steering axle, screw pads. Custom made for 15,000 lb sailboat under construction. \$750 or b/o. Phone 461-2520.

REFRIGERATION. Adler Barbour cold machine vertical mount has upgraded electronics panel & new style fan. \$395 or b/o. Call 523-6730.

#### CREW

CREW NEEDED? Local sailing enthusiast seeks sailing time in exchange for good company, shared expenses/boat maintenance. (SF/Sausalito/ Berkeley/Peninsula/Santa Cruz). Paul (415)474-4770.

CREW WANTED FOR DELIVERY from Hawaii to San Francisco, leaving mid-Sept. Male or female. Must have ocean experience. All expenses paid. Boat Is Custom 50-ft aluminum sloop, built by Palmer Johnson. Call (415) 522-6028.

EXPERIENCED BUSINESS EXECUTIVE with engineering degree/MBA is looking for a business owner who wants to cruise without selling the business. Would like to alternate six months cruising and six months working. Have own sailboat.
Just returned from Mexico. (415) 530-2194.

I WANT TO CREW, 31 year old single male looking to crew on saliboat to South Pacific, Hawaii or Mexico (very flexible). Experience Is limited but hard working and a willing learner. Non-smoker, good cook, honest and educated. Will share expenses. Ready to sail by end of October - up to strength of the working of the wor

LADY SAILING COMPANION NEEDED. Beauti-LADY SAILING COMPANION NEEDED. Beautiful, new-1987, 51-ft cutter with everything Including a washer/dryer and a liveaboard owner. Retired CEO, active, attractive, healthy, 6°2", 190#, young 60°s, non-smoker, non-drinker, financially secure wants to share bay sailing, weekend cruises, Sea of Cortez and hopefully the South Seas, with a mature, compatible, enthusiastic woman who doesn't smoke, takes no drugs or medications, with good health and agility. Please write, Include a photo - I'll respond. Phil, P.O. Box 262, Pt. Richmond, CA 94807.

SAILING CREW WANTED. Active, responsible, socially Inclined people Interested in sailing a 51-ft ketch (Bay/coastal cruising). Offering crew ca-maraderie and hands-on experience on a good boat. Experience helpful but not necessary. (415) 567-4945.

tite, sensitive, artistic, desires warm, fun, honest, appealing man (his/her boat), knowledgeable navigator/boatsman to share this adventure within lasting relationship. No substance abusers, recently shipwrecked relationships. Letter, photo: #683, Fairfax, CA 94930. SOUTH PACIFIC? Good woman, 40, pretty, pe-

CREW AVAILABLE: Experienced Great Lakes CHEW AVAILABLE: Experienced Great Lakes sailor to crew to Mexico or South Pacific for long trip. Good sailing and mechanical abilities, some navigation and Spanish. Reliable, easy going, fast learner, adventuresome. Call Tom Unger at (313) 665-4680 until 9/10, then (415) 843-7819, leave

GOING THRU THE CANAL. Beautiful & well equipped 50-ft yacht going thru the Panama Canal first part of November. We are looking for crew who would like to share the expense and rare opportunity. For complete information call (415) 455-0227.

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#### WANTED

NEED CHEAP USED mast, boom, rudder, centerboard, sail for El Toro. OK if some repair is needed, Chris Boome O: 332-2056; H: 592-0162.

MONITOR WINDVANE WANTED. Can P/U in S.F. area. R. Heselberg, 50509 Midway Crk Rd., Eatonville WA 98328. (206) 569-2614.

MONITOR WINDVANE & 4 OR 6 MAN certifiable liferaft, Avon, Givens, etc. Also navigation module for Hewlett-Packard 41 computer. (916) 673-6997.

LIVEABOARD WANTED: Sailboat to care take etc. in Marin for woman. Prefer 2 separate sleeping cabins if possible. Excellent references. (415) 488-4350.

SAILBOAT. Donate that boat you don't every use for an "around the world cruise". I'll send letters and photosso you may share the adventure. Keep the dreams alive. Call Neil at (415) 381-1654.

DOES ANYBODY OUT THERE KNOW WHERE I can get parts for my 6 hp Hicks engine? Please call Pete at (415) 827-2864.

FOLLOWING ITEMS WANTED: Flexible tanks, dsi stove/oven, marine washer/dryer, marine dishware & pans, dove tail jig and all other misc. cruising gear. 365-8521.

#### NON-PROFIT

GAY BOATING CLUB. The Barbary Coast Boating Club for gays, lesbians and friends is having fun on the Bay and Delta waters. For membership information call: (415) 255-1049 or (415) 865-

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PIER 39 SLIP FOR SALE. 36-ft slip in good location at Pier 39 with many amenities and 45 year lease. \$22,000 or b/o. 391-4619.

BOAT SLIP 50'X18'6" at Pier 39, Great location. View of downtown San Francisco. Part-time livea-board available. \$40,000 or make offer. Contact Wendy Memill at (415) 983-4575 days or (415)

BENICIA MARINA: 51-ft upwind end tie, berth A-11/A. most protected & desirable slip in marina. For sub-lease Oct. 1, 1989-March 31, 1990. \$225/ mo. (707) 745-3858 eves.

EMERYVILLE 40-FT UPWIND BERTH, No. 8-60. Excellent location and marina facilities. \$190/mo. lease. Poss trade for use of your boat. Phil (408) 377-7951.

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FOR SALE: 50-FT SLIP AT PIER 39. Excellent location in East Marina, close to facilities. Good rental history. \$52,000. (408) 247-9324.

#### BUSINESS OPPORTUNITIES

FOR SALE: Charter Boat Business (sail & snor-kel) in Kailua Kona, Hawaii (Big Island). Includes boat (25-ft trimaran), haul out trailer, mooring in Kailua Bay, commercial permit, business license, commercial fishing license and insurance until Jan. 1990. This is a great opportunity and the deal of a lifetime. Must sell, mortgage payment due. \$20,000 or b/o, terms possible with \$10,000 down. Contact Kona Coast Sailing Charters, Box 10482, Hilo, HI 96721. (808) 935-2981.

EARN 14% INTEREST. Socially responsible maritime education project needs seed money. \$40,000 unsecured at 14% and 20,000 to 100,000 at 10-12% secured by school vessel. 10 year notes, 5 year payback likely. \$5,000 minlmum Investment. Box 1202 Occidental, CA 95465.

#### JOB OPPORTUNITIES

SCANMAR MARINE PRODUCTS is looking for key person. See display ad in this months Issue. We also have an opening for an entry level machine shop/assembly person. Full or part time. Starting pay \$5.00/hr. Call Mike at 332-3233.

MARINA FOREMAN. \$2,611-3,170 per month. Perf. routine and complex maint, work; supervise personnel and all operations at City Marina; Req. demonstrated exp./trng for req. skills, knowledges and abilities; Advances First Aid and Emergency Care Certificate; CDL; ability to work weekends and holidays. Apply to City of Vallejo, Personnel, 555 Santa Clara St., Vallejo, CA 94590 (707) 648-4364 by 9/21/89.

CLUB NAUTIQUE, San Francisco Bay's premier charter club, needs licensed, experienced sailing and power instructors to teach our comprehensive program in Alameda and Sausalito. Call Gus Conklin at (415) 865-4700 or send resume to 1150 Ballena Bivd., Suite 161, Alameda, CA 94501.~~

MARINE CANVAS WORKERS NEEDED. Send resumes to: Mr. Powell, 448 Tewksbury Ave., Apt B, Pt. Richmond, CA 94801.

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DOYLE SAILMAKERS NEED a canvas & sail repair person for our Oakland loft. Should have some experience In canvas making. Good opportunity for the right person in an expanding loft. Call Michael (415) 533-6980.

#### TOO LATE TO CLASSIFY

CAPRI 25 (by Catalina), Must sell. Very clean and fast. 6 bags, full spinnaker gear, sleeps 4, race or cruise, porta-potti, gauges, large cockpit, 9.9 o/b. Beautiful well-designed boat for the Bay. \$7,250. See at Pier 39 slip A1. (415) 928-9148.

26-FT McGLASSEN, 1981. Full keel F/G hull, customized for singlehanded cruising. South Pacific veteran. Excellent condition. VHF, depth, Autohelm, windvane, Avon, positive flotation, ma-hogany/teak interior, trailer, many more extras. Must sell soon. \$12,900/offer. (408) 733-4651.

CATALINA 30, 1978. Excellent condition. Good Inventory: 85%, 110%, 150% MPS w/sock, dsl, AP, CNG/oven, VHF, CB, WP/WS, speedo/log, deluxe Interior. Good ground tackle. Many extras for cruiser. New paint 5/89. \$25,000. (916) 383-8619 after 6 p.m. or msg.

PEARSON 30-FT, 1977. 3 jibs, VHF, KM, DM, wheel, dodger, shore power, alcohol stove, holding tank, water tank, sleeps 6. Hauled, bottom painted and surveyed Aug. '89. Good condition. Berthed Oakland. \$19,500. John (415) 797-3458.

RANGER 33, \$29,500, Berthed Alameda, 6 sails spinnaker, 3 new'87, self-tailing winches, roller turling headfoil, hydraulic backstay, folding prop, wheel steering, VHF, RDF, knot/log, wind speed/direction, depth, hot/cold water, shower, oven. Excellent condition. Call (408) 372-2352 or (408) 375-6165.

YANMAR DIESEL ENGINE, 20 hp, model 2QM20. New in crate, \$2,500. 2 Barient, 2 speed self-tailing 28" winches, new, \$550 each.

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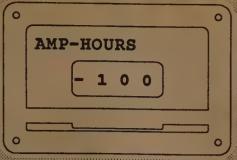
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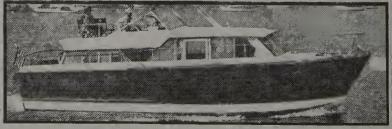


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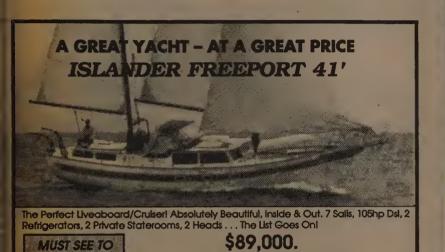
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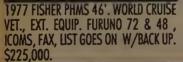
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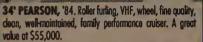
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VANCOUVER 32, '86 PH cutter. Pro-Furl, Autohelm, inside steering, private double-suite, diesel — super equipped! ALL OFFERS CONSIDERED. Asking \$75,000. Must be sold.

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Current Listings And Brokerage Specials

#### ★ SELECTED LISTINGS ★

SAI	L	37'	TARTAN,
50'	GULFSTAR, '79, cruise equipt \$149,000	365	PEARSON, '78\$ 55,000
47"	McINTOSH, '88\$345,000	36"	ERICSON, generator, loaded\$ 89,900
47°	VAGABOND, '74INQUIRE	32'	WESTSAIL - Cruisers! . 4 from\$ 44,500
46"	KELLY/PETERSON \$185,000	27'	CATALINA, '85, dsl\$ 25,000
45"	SWIFTSURE, '78, cruiser \$ 98,000	PO	NER
441	KELLY/PETERSON, '78 \$110,000	60'	HATTERAS, '81, DCMY \$695,000
44"	KELLY/PETERSON 3 from \$ 90,000	53'	ALASKAN, '77 - Gorgeous Wood \$220,000
43'	VANGUARD 1300, '84, steel\$139,000	50'	OCEAN ALEXANDER, '87 \$265,000
40'	VALIANT '80, loaded!Gen/air \$125,000	50'	HATTERAS, '80, Conv \$500,000
40"	CHEOY LEE OFFSHORE \$ 72,500	49'	ALASKAN - Beautiful
40'	OLSON - Great Sail Inventory2 from \$ 97,000	49'	GRANO BANKS, '83\$360,000
40'	SANTA CRUZ\$109,000	43'	HATTERAS, '80, DCMY \$199,950
40'	NORSEMAN, '87, beoutiful \$175,000	42'	GRANO BANKS, wood from\$ 82,000
38'	ENDEAVOR 2 from \$ 69,500	42'	GRAND BANKS, '76/'83/'85, F/G to \$239,500
38'	FRERS, <u>New</u> INQUIRE	36'	SEA RAY EXPRESS, Hop \$ 99,000
37'	EXPRESS, race ready\$115,000	32'	GRANO BANKS, wood. 2 from\$ 43,000

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SWAN 47 ('78). Located in Newport Beach, this S&S design features new 80 hp Perkins, North Kevlar main, #1 and #3, (2) SatNavs, (2) Lorans, SSB, and Alpha autopilot. All running rigging replaced, with new epoxy barrier coated bottom 7/89. This yacht is in top condition and seriously for sale . . . \$275,000.



SWAN 44 "Equity" ('73). Totally refurbished between '86-'89, this yacht features custom double berth aft, new B&G instruments, SatNav, autopilot, Loran and a comprehensive sail inventory. Also roller furling, hydraulic boom vang and backstay and updated running rigging. 2 boat owner . . . \$145,000



SWAN 651 "Trinity" ('84). This Frers design has everything one could expect from the ultimate Swan, including water maker, generator, air conditioning, dive compressor, and full electronics. Large sail inventory, 5-function hydraulics, and double pedestal grinders. Never chartered, in top shape ... \$1.25M

**SWAN 371** "Bushido" ('80). A superb Ran Halland design with new Spectra sails, radar, SatNav, SSB, autapilat and Reckmann furling. Absalutely stunning. Loc. Santa Barbara . . . \$149,000.

**SWAN 37 "Heidi"** ('70). An elegant S&S sloop, this yacht has recently undergane a total refit, including new tapsides, interiar uphalstery and varnish, and camplete averhaul at all systems. Full cruising gear, B&G instruments, 12 sails . . . \$79,000.

**BALTIC 38 CB** ('84). Petersan design with dark blue hull, impeccably maintained. Equipment includes air canditianing, centerline aft dauble, B&G instruments, highend stereo system, Loran, autapilat, and refrigeratian. Loc. San Diega . . .

Illustrations shown may in some cases be sisterships. Particulars believed to be carrect but not guaranteed. Subject to price change prior to sale, or withdrawal without notice.

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#### 1974 CHALLENGER 40'

A rare sloop, full keel cruiser with a powerful 55hp diesel The roomy private aft state-room is perfect for the liveaboard couple. Seller Just reduced the price \$5,000 with instructions to "... get this soid".



#### AFT CABIN NORSEMAN 447

Regarded as one of the finest production cruising boats in the world, Ta Shing and Norseman mean "quality". This is an outstanding example of now proper care and equipment can enhance the value of a used sailboat. Asking \$225,000. Call for the equipment list.



#### 1978 O'DAY 37' CTR COCKPIT

A very private owners cabin aft and a completely canvassed in cockpit make this an unusual and very appealing liveaboard arrangement. Furled jib, autopilot, anchor windlass, +. Asking \$52,500.



#### 1984 BAYLINER 3870

In very nice condition, this popular and affordable twin diesel, flybridge motor yacht is a new listing that probably won't stay on the market very long ... so hurry!! Asking \$95,000.



#### **1978 ERICSON 34T**

Brand new Yanmar alesel engine: Epoxled bottom in 1989; Autohelm 3000; Cybernet 3000 stereo; self-tailing primaries. Easy, comfortable, fast and priced for quick sale! Exactly what buying a sailboat is all about today. Asking \$37,500.



#### 1978 ERICSON 35'

Georgeousi Pristine Immaculate I And those were just our initial thoughts! Upon closer examination, we found that it got even better. This is one of those quality used boats that we are very proud to represent. Come see for yourself. Diesel/wheel. Asking \$43,000.



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A well known, well bullt French sloop with \*Beneteau\*-typestyling, including an enclosed double berth aft and head aft. Roller furling jib and all lines led aft make this a very easily managed vessel. Take one look, and you'll be impressed.

Asking... \$49,000

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"51' ALEUTIAN	
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29 ERICSON	
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*27 CS	29,308
21.300	
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	TO A CO. Of Street, St
<b>◆47' PERRY</b>	
• 46' SEA STAR 46/PH	135,000
+ 45 HUNTER	139,500
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• 44' NORSEMAN 447	
• 43' YOUNG SUN	
41' C&C	
• 40' CHALLENGER	
• 38' ERICSON, 2 frm	79,000
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* 37 CAFKI	U. 3.55
36' PEARSON 365	
→36' BLANDER, 8 hm	
36' COLUMBIA	\$
* 35' NIGARA MKI	
• 35 ERICSON	
• 31' CAPEDORY	
28' BRISTOL CHANNEL CTTR	
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POWER BOATS	
57' CHRIS CRAFT	169,000
56' PILOT HOUSE SEDAN	
52" PT	335.000

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1985. This cruise ready beauty is better than new.
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CATALINA 38

1982. This proven cruiser/racer is priced to take your family sailing this fall.

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CATALINA 27'
1977. Dodger, 3 sails, km, Tiller Pilot 1600, shore power, VHF, ds, Chrysler i/b, propane stove, solar vent. Great family boat. \$14,900.



BABA 30
1983. Motivated owner —
wants offers!
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This well-known Bay racer "Idalia II" is reluctantly being sold by original owner; tons of equipment. \$5,000.

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1985 Hull #79

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* 32'	Alden M/Sailor Ericson 2 Fr	43,000	*	36'	Islander C/C Cascade	.75,000

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	30'	Fisher	43,000	٠	39'	Cal 2 From49,500
*	30'	C/L Bermuda	19,200	*	40'	Valiant129.000
*	33'	Steel Cutter	64,000	*	41'	Cheoy Lee70,000
	32'	Rival	53,000		41'	Islander Free94.500
	34'	Peterson	44,950		44'	Lafitte140.000
	35'	Rasmus	50,000	*	46'	Morgan Ketch OFFERS
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* 24' C & C 24 3 Fr	10,500	30'	C &	C 1/2 Ton18,000
* 25' C & C 25	12,500	331	C &	C69.500
* 27' C & C 27	19,500 *	40'	C &	C99,500
* 30' C & C 30				

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*	25'	Kirby	. 9.500		35'	Custom Alum	.59.000
	30'	Wilderness	22,500	*	36'	Pearson	.44,500
*		P/J 1/2 Ton					
		Peterson 1/2T				Peterson	
*	33'	Peterson	37,950		38'	Soderberg	.55,000
*	34'	Dash 343	38,500			, and the second	

#### **SAN FRANCISCO BAY CRUISERS**

*	23'	Ercson	6,500	*	25'	Cape Dory	12,500*
*	23'	Ranger	9,500		27'	Catalina	26,500
*	24'	Brístol 1	0,000	*	27'	Catalina O/B	13,500
*	25'	Cal	5,500	*	28'	Cal	12,500
*	25'	Yamaha 1	6,500		29'	Ericson	25,700
*	25'	U.S. 251	0,500		30,	Pearson 30	21,500

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*	38'	PT 38	65.500		46'	Grand Banks	335.000

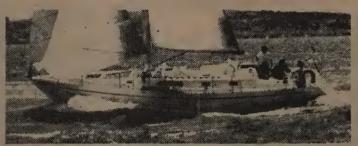
\* Star indicates vessel at our docks

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With about 10 hours on new 260hp MerCruisers — very sharp. Asking \$42,500.



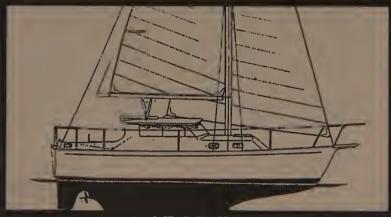
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31' BOMBAY

1979 PILOTHOUSE SLOOP. Diesel powered, sleeps four with indise outside steering for those who like to stay dry. *Asking \$35,000.* 



34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. *Asking \$68,000*.

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